

PROCEEDINGS OF PARLIAMENT RELATIVE TO
JOINT STOCK COMPANIES.

FRIDAY.

Bolton and Preston Railway Bill—Two petitions against; referred to the committee on the bill; counsel ordered.

MONDAY.

Leicester Gas Bill—Petition against; referred to committee on the bill; counsel ordered.

Birmingham and Derby Railway—Petition for leave to present a petition for a bill; referred to select committee on petitions for private bills.

Fishguard Harbour—Bill reported; amendments agreed to; clause, "That the expense of the company in obtaining their former act, and of the opposition to the present act, shall be paid out of the fund of 5000l.," brought up, and read a first time;—that the clause be read a second time was negatived by a majority of 49; bill to be ingrossed.

Edinburgh and Glasgow Railway Bill—Order read for resuming the adjourned debate on the question [May 3d], "That, under the special circumstances of the case, this house will dispense with the standing order, upon the introduction of a clause into the bill, by which the sum now deposited shall not be withdrawn until a sum equal to 10 per cent. of the subscribed capital shall have been paid up by the subscribers to the undertaking on the amount of their shares, and shall have been deposited as directed by the standing order;"—Question again proposed:—amendment proposed, to insert after the word "undertaking" the words "as instalments;"—Question, "That those words be there inserted," put, and agreed to:—Main Question, as amended, put, and agreed to:—Three petitions in favour; ordered to lie on the table.—Bill read third time; clause granting compensation to the trustees of the Stirling Roads brought up and read first time: motion made, and question proposed, "That the clause be now read a second time;"—debate arising, motion made, and question put, "That the debate be adjourned till Thursday;"—house divided, ayes 57, noes 130; clause added; other clauses added; amendments made; bill passed.

Grand Junction Railway Bill—Three petitions against; referred to committee on the bill; counsel ordered.

Deal Pier—Bill reported; report ordered to lie on the table.

Southampton Docks—Bill read second time, and committed.

Coal Trade (Port of London) Bill—Petition of the British Gas Light Company, for provision to enable parties freighting vessels with coals for their own use, to obtain the discharge of such vessels without interruption; referred to select committee on the bill.

TUESDAY.

British Pledge Society Bill—Four petitions against; ordered to lie on the table.

Grand Junction Railway Bill—Petition against; referred to committee on the bill.

Fishguard Harbour—Bill read third time, and passed.

Bristol and Exeter Railway Bill—Report further considered; amendments agreed to; bill to be ingrossed.

WEDNESDAY.

Bristol and Exeter Railway—Bill read third time, and passed.

Birmingham and Derby Railway—Petition for leave to present a petition for a bill reported; leave given.

British Pledge Society Bill—Three petitions against; ordered to lie on the table.

Edinburgh and Glasgow Railway Bill—Petition in favour; ordered to lie on the table.

Dean Forest Mines Bill—Petition against; ordered to lie on the table.—Bill read second time, and committed for Wednesday, 23d May.

Dean Forest Encroachments Bill—Read second time, and committed for Wednesday, 23d May.

THURSDAY.

Bolton and Preston Railway Bill—Two petitions against; referred to the committee on the bill; counsel ordered.

British Pledge Society Bill—Three petitions against; ordered to lie on the table.

Grand Junction Railway Bill—Two petitions against; referred to committee on the bill.

Message from the Lords—That they have agreed to the London and Croydon Railway Bill.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.

On the motion of Lord WINDHILSEA, it was ordered that there be laid upon the table a copy of the correspondence which has taken place between the Secretary for the Home Department and the Lord-Lieutenant of the county of Hertford, relative to the reduction of the Yeomanry force of that county.

TUESDAY.

The Poor Law Loan Bill was read a second time.—The Earl of SHAWSBURY brought forward the subject of the "Roman Catholic Oath," as regards the Church of England. The question was discussed at some length; but the motion for certain papers connected with the discussion was ultimately withdrawn.

WEDNESDAY.

The Royal Assent was given by commission to several bills. No other business was transacted.

THURSDAY.

The Custody of Insane Persons (Ireland) Bill and the Poor Law Loans Bill, severally went through committee.

FRIDAY.

After the presentation of many petitions, the repeal of the Regency Bill was read the first time.

HOUSE OF COMMONS.

MONDAY.

The House, having gone into committee on the Benefices' Plurality Bill, proceeded as far as the 46th clause, when the Chairman reported progress, and obtained leave to sit again on Friday.—The Sheriffs Court (Scotland) Bill, and the Court of Session, &c. (Scotland) Bill, went through committee.

TUESDAY.

The Farringdon-street Bill was read a second time, and ordered to be committed.—Lord PALMERSTON stated that application had been made to the French Government for redress for the seizure of some British ships by some French ships of war on the coast of Africa.—Mr. BAINES, after a speech of considerable length, moved for a committee of the whole house, to take into consideration the propriety of abolishing the first fruits of the clergy in England and Wales, and the more effectual rating, and the better collection of the tithes applicable to the maintenance of the poor clergy. After some debate, the motion was carried by a majority of 21.—Mr. HUMS moved for redress relative to the Duchies of Cornwall and Lancaster, but withdrew them. His motion, for a return of the names of States in Germany which have agreed to the Prussian Tariff, was granted.—In answer to Sir R. Peel, Lord PALMERSTON said, that communications had taken place between the English and French Governments on the subject of the fisheries on the English and French coasts.

WEDNESDAY.

Colonel SEALE moved the second reading of the Bonded Corn Bill. Lord CHANDOS moved, as an amendment, that the bill be read a second time "this day six months." After a short discussion the House divided, when the amendment was carried, and the second reading of the bill lost by 220 to 150.—The Prisons (Scotland) Bill was committed *pro forma*, amendments made in it, and the report ordered to be received on Monday.—Upon a division, the report of the Custody of Infants Bill was ordered to be received by 91 to 18.—On the question that the House resolve itself into committee on the Copyright Bill, Mr. WAKLEY moved as an amendment that the bill be committed "this day six months." The amendment was negatived by 116 to 64, and the House having gone into committee *pro forma*, the chairman obtained leave to sit again on Wednesday next.—The Salmon Fisheries (Ireland) Bill, and the Waste Lands (Ireland) Bill, were read a second time.

THURSDAY.

Mr. LABOUCHERE said, that during the present session it was the intention of Government to bring forward a motion for the transmission of the correspondence of the country by railways, but he could not say whether it would be in accordance with the report of the committee on railroad communication.—Sir R. INGLIS brought forward his motion on the subject of the foreign slave trade, supporting it by impressive details of the extensive cruelties and mortality with which it is attended. Several members spoke on the subject, but there was no opposition to the motion.

FRIDAY.

Lord J. RUSSELL deferred the Controversed Elections Bill, in order to afford an opportunity for the second reading of Sir R. Peel's bill.—The House went into committee on the Benefices' Plurality Bill, the discussions on which occupied much of the remainder of the evening.

SMITH'S IRON COMPANY.—This company have just set going a new and excellent iron-works near Carlisle, which gives employment to a number of hands in the neighbourhood. They have erected a high pressure steam-engine of sixty-five horses' power, for blowing their furnaces, the first, we believe, in Scotland; and from its great simplicity, and the small quantity of fuel consumed, does much credit to their engineer, Mr. John Baird.—*Edinburgh Chronicle*.

LAW INTELLIGENCE.

LONDON AND WESTMINSTER JOINT-STOCK BANK.

ROLLS' COURT.—MAY 5.

THE BANK OF ENGLAND v. BOOTH AND OTHERS.—Mr. PEMBERTON, with whom were Mr. Maule and Mr. Richards, stated this to be an application for an injunction to restrain the defendants from infringing the charter of the Bank of England, and violating the provisions of the Bank Act, by drawing and accepting bills of exchange, &c., at a shorter date than six months. On the 2d of October, 1837, the Bank of England received a bill of Exchange for 1000l., drawn by the Bank of Upper Canada, at Kingston, in that colony, on George Pollard, Esq., manager of the London Joint-Stock Banking Company, payable at sixty days after sight, at the Joint-Stock Bank. The bill was presented for acceptance, and was returned with the following:—"Accepted and payable at the London Joint-Stock Bank.—Geo. POLLARD." The bill not being duly accepted according to the directions, which described Mr. Pollard as manager, it was judged irregular, and sent to a notary, who demanded, under protest, a compliance with the directions of the bill. Mr. Pollard refused this, but offered to discount the bill on deducting four per cent. commission. It was objected to, and it was stated that any person banking with them might have accepted the bill in the same manner. In consequence of this transaction the defendants sent to Canada, requesting the Kingston Bank not in future to put the word "manager" after Mr. Pollard's name, but merely to make their bills acceptable by him at the London Joint-Stock Bank. On the 2d of November the Bank of England wrote by its solicitor, threatening to apply for an injunction against the defendants if they accepted bills at a less date than six months. To this the defendants answered that as they had not authorised their manager to accept bills in their name, they had not violated or infringed upon the privileges of the Bank of England. But the bank knowing otherwise, and that Mr. Pollard was continually accepting bills at short dates on behalf of the company, they filed the present bill on the 27th of November, 1837. By the deed of settlement of 1836, the Joint-Stock Bank gave Mr. Pollard the authority to "sign, accept, draw, and endorse," on their behalf; and which authority was confirmed at a general meeting of the other shareholders in the same year. It cannot be pretended but that the manner of carrying on the bill transactions of the Joint-Stock Bank was an evident fraud upon and evasion of the Act of Parliament. They hold out to the public the responsibility of the bank as a guarantee for the payment of the bills when due; the payments are made out of the joint-stock funds, and benefits arising from the transactions are carried to the bank account, going to increase the dividends upon the shares. When the defendants receive a per centage from the Canada Bank for conducting their transactions with this country, it can only be looked upon as an evasion of the statute to attempt to assume that Mr. Pollard was the only responsible person. The learned counsel cited several cases in which the court had interfered to restrain violations of the bank privileges, and called on the court to grant the injunction prayed for by the plaintiffs' bill.

Sir WILLIAM FOLLETT, for the defendants, denied that the bills being accepted by Mr. Pollard was an infringement of the charter and Act of Parliament. The defendants did not seek to conceal their intention of overcoming the great inconveniences they were subjected to by every means that could legally be used. One of the learned judges, being informed that a person had evaded without violating an Act of Parliament, said that every man had a right to avoid the penalties of any Act of Parliament by evading its provisions. He said the same of the defendants; they had not violated the Act, but had evaded its provisions, as they had an undoubted right to do, so long as they kept within the letter of the law. The defendants were unable to trade upon their own responsibility, to obviate which as much as possible, the shareholders, 700 in number, had delegated their interest to six trustees, who were empowered to make all bargains and transact all business, to assist whom eighteen directors were appointed. Being unable to make arrangements for the payment and acceptance of the bills of the houses for which they acted as London agents, they had made private agreements, by which Mr. Pollard, their manager, should accept the bills sent up to them, the trustees giving to the parties (from whom they received agencies) guarantees, making themselves responsible for the due and regular payment of the bills accepted by their manager when they became due. A similar agreement was entered into with the Canada Bank, by which the defendants undertook to become answerable for forty thousand pounds beyond the funds in hand. It could not be contended that the company were liable at common law for the non-payment of any of Mr. Pollard's acceptances, and he apprehended that a court of equity had not greater powers of judging of the construction of an Act of Parliament than a court of law had. It would be ridiculous to contend that the acceptance of a bill of exchange, such as that complained of, was borrowing or taking up money within the meaning of the Act. It was held in *Brammer v. Roberts*, 3 Williams; *Thomas v. Bishop*, 3 Strange, 255; *Leibster v. Barrow*, 5 Maule and Sel. 450, and other cases, that no private agreements between parties can make any other than the actual acceptance liable. This at once did away with the supposition that the Bank of England could make the Joint-Stock Bank answerable for Mr. Pollard's actions, and must induce the court, unless it set aside every one of those decisions, to refuse the injunction.

MONDAY, MAY 7.

The above case was again resumed this day. Mr. WILCOX followed Sir William Follett, for the London Joint-Stock Banking Company, after which Mr. Kindersley and Mr. Duckworth addressed the court for the defendant, George Pollard, by whom the bill was accepted.

Mr. PEMBERTON then replied for the plaintiff. He contended that the legislature, by the Bank Acts, conferred upon the Bank of England, in exclusion of all other bankers, certain banking privileges, for which the bank paid a consideration. Their rights were, therefore, founded upon a contract with the public, and were to be treated upon the same principles that they would be if each banking firm in London had bound itself to them by contract, under hand and seal. The rights given to the bank were those of exclusive banking—not merely the right of preventing the issue of such paper as might come into competition with theirs, but the privilege of exclusive banking, restricted only in this—that if, reserving the rights given to the bank, other persons thought they could enter into competition as private bankers, they might do so, but subject to that restriction. The Bank Acts were, therefore, not to be looked upon and construed as penal acts to convict parties on criminal offences, but they were to be regarded in the nature of Acts relating to contracts for which consideration had been paid. There was an attempt to introduce into one of these Acts a power to enable companies to sue and be sued by their officer, and a clause for that purpose passed the Commons, but was thrown out in the Lords, because it was an infringement upon the bank charter and the exclusive privileges thereby given. It had been said that the court was called upon to extend the provisions of a penal Act, but that appeared to him a total misapprehension. The Acts were the contract made by the legislature on behalf of the public with the bank, and were to be construed according to the spirit of that contract. If the bill in question had been signed by the company in their own names, or signed by the manager for and on behalf of the company, the transaction would have been, it is allowed, within the letter of the Act, and the plaintiffs would be entitled to the injunction they prayed. The argument of the defendants was, that the policy of the statutes was simply to prevent competition with the Bank paper as a circulating medium, that that policy could only be frustrated by giving a legal liability to the company upon the bills; that the bills did not create that liability, and consequently, the bills were not within either the words or the spirit of the Acts, for the defendants could not be sued on the bill, and owed no money on it. He would contend, that if the defendants procured bills upon themselves to be accepted by their servant upon their guarantee to pay them, they were liable to pay them, and did owe money upon them. The transaction appeared to him a fraudulent evasion of the Act. Sir W. Follett said, if it were a fraudulent evasion, it could be remedied at law; and perhaps it might, but that was no reason for applying to a court of equity. The jurisdiction of the court was not taken away in cases arising under the Statute of Frauds, although courts of law had also jurisdiction in a vast variety of cases under that statute bills were filed in equity. He thought Sir William Follett had confused the words "evade" and "avoid." There was a clear distinction: the defendants had a right to avoid the violation of the Act, indeed it was their duty so to do, but they had no right to evade it. If they desired to evade it, their conduct would be to do that which the letter did not, but the spirit of the statute did prohibit. Even assuming that the defendants were not liable at law upon the bill, still the defendants, if they had not violated the letter, had violated the spirit of the Act, which no court of equity could permit. They had adopted a course not only to secure to themselves the same advantage which the acceptance of the bill in their own persons would have given them, but also to inflict on the bank the same injury as such an acceptance would have been. It was a grossly fraudulent attempt to evade and elude the Act. The bill could not circulate an hour in the city of London, if not known to be the bill of the company. It was known to have the liability of 600 members, and it was on that security, and not on the security of Mr. Pollard, that it was negotiable. The learned counsel then argued that the company were liable on the acceptance of their agent at law, but if not liable at law, that would be a particular reason for their being liable in equity. The whole transaction was against the spirit of the engagement which the legislature had entered into with the bank; the company were attempting to put into their own pockets by contrivance those profits the law said they should not have, and it would be an insult to equity to permit the rights of the plaintiffs to be set aside by such contrivances as had been attempted.

Lord LANGDALE deferred giving judgment.

BANK OF ENGLAND—IMPORTANT COMMERCIAL QUESTION.

SAL. COURT.—MAY 9.

BARNES v. THE BANK OF ENGLAND.—Mr. MAULE showed cause against a rule obtained on a former day by Mr. Platt, calling upon the governor and company of the Bank of England to show cause why they should not deliver up to the plaintiff an Exchequer bill for 1000l., which had been deposited with them by a person named Partridge. The learned counsel said the Bank of England was willing to obey any order the court might be pleased to make upon the subject of the Exchequer bill, and to deliver it to whichever party the court might direct; and the only question was, whether the bank was entitled to their costs, and who was to pay them. The arguments on both sides having been heard, Mr. Justice COLERIDGE said there were so many complicated questions to be considered, that he would postpone giving his judgment.

MANCHESTER AND LEEDS RAILWAY COMPANY.

TAYLOR v. THE COMPANY.—Sir F. POLLOCK applied to the court for a writ of *certiorari* to move into this court the proceedings in the above case, in order that the inquiry on which they were taken might be quashed. The learned counsel stated that the Manchester and Leeds Railway Company having given notice to Mr. Taylor that they should require certain property of his as forming part of their intended line of railway, that gentleman referred to the schedule of the act of Parliament by which the company was established, and finding no mention was made in the schedule of the intention of the company to carry their line through any part of his property, gave notice that he protested against the whole of their proceedings. Notwithstanding this the company empanelled a jury to assess the damages to which he was entitled, and which they estimated at 17,000l., and returned a verdict accordingly.—Mr. Justice COLERIDGE granted the application.

IMPERIAL DISTILLERY COMPANY.

COURT OF COMMON PLEAS.—MAY 9.

WILSON v. WILSON.—This was an action of covenant to recover the sum of 529l., the share of a contribution, as specified in the certificate of a committee appointed to settle the affairs of the Imperial Distillery Company. The plaintiff was one of the trustees under a deed, appointing the committee, which had been signed by the defendant, who had been a shareholder, and had paid a demand of 150l., in obedience to the request of the committee, and he now sued the defendant upon a certificate of the committee. It was found that 17,998l. was required for the purpose of liquidating and winding up the concerns of the company, and that the share of each person who had signed the deed was 529l. It seemed that the committee, in their calculation, had not reckoned the previous demand of 150l., which had been paid by some, but not all the members. Consequently, the defendant of 529l. was accompanied with a notice to all who had paid the 150l. that the balance only would be paid. The cause was tried before the Chief Justice in London, when a verdict was found for the plaintiff, but a rule was obtained last term, calling on the plaintiff to show cause why that verdict should not be set aside, on the ground that the certificate of the committee, stating a sum of 529l. to be due from the defendant, was not the fact, and that, therefore, the plea alleging fraud on the part of the committee had been supported. Mr. Serjeant Wilde and Mr. Whately showed cause against the rule. Mr. Serjeant Bompas and Mr. Clesby argued in support of it.

The Court deferred judgment. Several actions have been brought under the same circumstances against five other defendants, and Mr. Erie and Mr. Crowder appeared for two of them, and agreed to abide the decision of the Court in the case that was argued.

EASTERN COUNTIES RAILWAY COMPANY.

VICE-CHANCELLOR'S COURT.—MAY 10.

LORD PETRE v. THE COMPANY.—Mr. JACOB moved, upon affidavits, to dissolve a special injunction.

Mr. KNIGHT BRUCE, on the part of Lord Petre, said he had obtained the injunction from the Lord Chancellor in December, 1836. The defendants had never put in an answer, and yet they now moved upon affidavits filed two days ago to dissolve it. He asked, therefore, for eight days' time to answer the affidavits.

Mr. JACOB pressed on the court the peculiar circumstances of the case. The injunction restrained the defendants from summoning a jury to assess the value of some land belonging to Lord Petre, which was required for their railroad. The time limited by the act for the company to take the necessary steps for procuring the land by the intervention of a jury would expire on the 4th of July next. He wished therefore to have leave at once to summon the jury without prejudice to the question between the parties.

Mr. KNIGHT BRUCE objected to say terms. Mr. JACOB at length said he would move to dissolve the injunction upon the affidavits which the plaintiff had filed for the purpose of procuring it. From the statements of the learned counsel it appeared that, before the company obtained their Act of Parliament, a great deal of negotiation took place between Lord Petre and the projectors of the company. Lord Petre had great objections to the proposed line of the railway, which would be a great injury to his estates in Essex. For the purpose of disarming his lordship's opposition to the bill, as there was no time to propose a deviation of the projected line, it was arranged, if the line to which Lord Petre objected were not altered by a subsequent Act of Parliament, the company should pay Lord Petre 20,000l. for the land and 100,000l. for the injury to his estate. Some efforts were made to obtain an act sanctioning a deviation of the railroad, so as not to pass through his lordship's estate, but they failed. The company now contended that this agreement was only a device in the nature of a penalty to compel the company to deviate from their parliamentary contract, and that it did not amount to a purchase by the company of the right to pass through his lordship's estates at so enormous a price.

Mr. RUSSELL followed on the same side. His HONOUR without hearing the counsel in opposition, said he would not interfere. The case had been opened with great ingenuity, as if a legislator had entered into a scheme to neutralize an act of the Legislature. His Honour upon looking at the evidence, did not think there was the least ground for that position, or for attributing to his lordship anything else than those fine feelings which his affidavits exhibited. The piece close to which it was intended to run the railway had been built by his grandfather, and great pains had been taken to plant it. Lord Petre, it appeared, was very partial to the old English amusement of fox-hunting; and the whole case evidently showed he meant that if the company would interfere with his own paternal enjoyments, and the pleasures of the gentlemen of the county, they should pay the enormous sum of 120,000l. Now, is that there was nothing whatever of fraud upon the Legislature. He viewed the case precisely in the same way as he must consider the Lord Chancellor had viewed it, and as to any hardship in point of time the defendants had indicated it by their own conduct. The motion must therefore be altogether refused with costs.

TRESAVAN MINE.—THE TRETHELLAN SETT.

ROLLS' COURT.—MAY 11.

SMITH v. TEAGUE.—This was an application for a manager and receiver of a mine called the Tretthellan mine, in the county of Cornwall. It appeared that the plaintiffs and defendants were co-adventurers in a mine called the Tresavean mine, and that the defendant Teague, who had over to act for the whole of the proprietors in the Tresavean mine, took the Tretthellan mine, as alleged at the bar, on behalf of the principal proprietors of the Tresavean mine only. In the lease, it appeared he entered into covenants with the lessors of the Tretthellan mine, by which all the lessees of the Tresavean mine were concluded to keep open the adits and shafts of the Tresavean mine, which lay lower than the Tretthellan mine, and drained the water from it, and also to permit all the copper and copper ore to be carried through the Tresavean mine, and raised by the machinery belonging to the proprietors, upon obtaining the lease. Mr. Teague divided the shares among a portion only of the co-adventurers of the Tresavean mine, upon which the present bill was filed; and in consequence of the defendants having expended a considerable sum of money in building some new premises, and making new copper floors for the purpose of making the ore merchantable, the present application was made, alleging that the expenditure was improper, on the ground that the copper floors and buildings of the Tresavean company were quite ample. The motion was argued at great length.

Lord LANGDALE considered that the defendants would have some difficulty in maintaining that they were exclusively entitled to the Tretthellan mine, at the leasing of the case. Upon the present application, however, he was not disposed, to alter the management, though he thought he might appoint some person to see that the funds were duly realised and brought into court. If the parties themselves could make some arrangement in that respect, he would consider their proposals with reference to the order he should make. After some further discussion, in which it appeared that there would be but little probable chance of an arrangement, his lordship made an order appointing an inspector of the Tretthellan mine.

USEFUL DISCOVERIES.—The Brussels journals mention that Dr. Bernhardt has discovered processes by means of which he is enabled to form out of the refuse of fish, a pure and limpid oil without any odour; soap of superior quality, fish glue, prussian blue, and bone black, in quantities sufficient to produce a profit of 400 per cent.; and has founded a factory on an extensive scale for carrying his processes into effect.

IMPROVED MANUFACTURE OF HEMP.—Among the numerous projects which have lately appeared, the establishment of a company in Staffordshire for the production and manufacture of flax and hemp, appears likely to lead to valuable results, both from the great consumption of the article, and the improved nature of the process to be employed.

PROCEEDINGS OF PUBLIC COMPANIES.

CHELTENHAM AND GREAT WESTERN UNION RAILWAY COMPANY.

The half-yearly meeting of the proprietors in this company was held at the Masonic Hall, Cheltenham, on Friday, the 4th inst.

W. H. HYETT, Esq., in the chair.

The CHAIRMAN having read the advertisement calling the meeting together, proceeded to read the following half-yearly report of the directors, from which we extract the following:—

"Two contracts for works have been advertised, extending from Cirencester to Minety, a distance of eight miles, and the directors are proceeding to purchase the land comprised within them. A third contract, from Minety to Purton, will be ready in a few days.

"The advertisement of the contract for the remaining distance to Swindon, and the purchase of the lands, await only the decision of the directors of the Great Western Railway Company, whether or not they should adopt the deviation in their line, for which an Act was obtained by that company in the last session of Parliament, which depends on negotiations not yet completed. The point of junction of this railway with the Great Western depends upon the adoption of the deviation referred to.

"Independently, however, of these considerations, the directors have naturally regarded the probable period of the completion of the Great Western to Swindon as the proper season for the completion of their own works from thence to Cirencester. They have had the assurance of their engineer that there is ample time before them to accomplish this. Under that assurance, the directors feel that it would not have been prudent to commit the company by pecuniary engagements for land and works earlier or further than was absolutely necessary; and they also consider that they would not have consulted the best interests of the proprietors by committing the company to the adoption of the various improvements recommended in the construction of works of this description, the more particularly as those being carried into effect on the Great Western Railway, in the success of which they have the greatest confidence, would in a few weeks be submitted to the test of experiment. The directors consider that the company is now placed in that position.

"The directors have great satisfaction in being enabled to report that the Bill introduced in the present Session of Parliament has been read a second time in the House of Lords—that the evidence on it has been taken in the committee, and that it only awaits the arrangement of some new clauses, which the Lords require to be introduced into all future railway bills, prior to the third reading.

"This bill is one of very great importance to the company. It empowers them to make the deviation applied for in the tunnel at Sapperton, which will considerably diminish its length and expense, and will obviate the objection formerly so much urged against it, that it was curved, by rendering it straight. In order to effect this, however, that portion of the line must be commenced without delay, and the works must be carried on simultaneously with that portion of the railway lying between Cirencester and Swindon.

"This necessarily deranges to some extent, the plan of operations resolved on at the last general meeting; but as there can be no doubt of a profitable return for the outlay, and as it is of the greatest consequence to this company, to retain all their existing rights without the interference of another company on any portion of their line, the directors have no hesitation in recommending that all necessary measures be immediately adopted to secure the construction of the line from Cheltenham to Gloucester, by the time appointed.

"The directors are enabled to state from authority that the Great Western Railway will be opened to Maidenhead early in June. They are gratified in being enabled to state that public confidence in the superiority of the mode of construction of that railway, adopted by Mr. Brunel, over that of the lines now in use, is daily increasing; that they feel convinced the result will be eminently successful, and that they entertain no doubt but the opening of that line will have a very beneficial influence on the interests of this company, so intimately connected with it.

"The directors have the pleasure of announcing some important additions to the proprietary since the last general meeting of gentlemen locally interested in the completion of this undertaking.

"The directors having bullotted among themselves in manner required by the Act of Parliament, beg to announce the names of the three retiring members of the branch, viz., Mr. Lewis Griffiths, Mr. Charles Stephens, and Mr. Barnard, who are candidates for re-election at the present meeting, for which they are duly qualified."

Statement of accounts up to the 25th December, 1837:

RECEIPTS.	
On account of deposits and call, with interest on arrears....	£34,272 19 10
Loan on security of the tram road.....	17,500 0 0
Account of call (5l.) from June 25 to Dec. 25, with interest..	7,290 7 3
	£59,063 7 1
EXPENDITURE.	
To June 25, as per last statement.....	£42,466 14 11
From June 24 to December 25, 1837.....	3,487 11 11
General disbursements (direction, office, &c.).....	1,205 1 11
Land and compensation.....	1,396 9 1— 6,290 2 11
	£10,306 9 3

The CHAIRMAN said, he did not think it necessary for him to make any further observations then; it remained for the meeting to consider the report which had been read, and that he was ready to afford any information or explanation which any proprietor might desire.

Mr. BROWN begged to call attention to one circumstance, which he considered was an omission in the report, viz., that the deviation authorised by the amended Bill would not only shorten the tunnel at Sapperton, and diminish the expense, but would make it straight.

The report having been amended in this particular, it was unanimously adopted, and ordered to be printed and circulated.

Mr. SUTTON suggested, that it would be an improvement if the accounts were made up nearer to the dates at which the general meetings were held, upon which the CHAIRMAN said, he should be happy to communicate any information in his power as to the accounts, subsequent to the date up to which those appended to the report had been made. He (the chairman) said, if any gentleman wished to put any question upon any matter, the directors would be very happy to give every information. There was, however, one subject to which he would just allude; he understood that a wish had been expressed by a proprietor that the traffic should be again taken, as it had been taken in the first instance at a very unfavourable period of the year, and there was reason to think it had been underrated. Before applying to Parliament for the amended bill, the directors satisfied themselves by going carefully into what had been done before; the result was a conviction that the former estimate of traffic was materially underrated, and the directors had considered whether it might not be advantageous to the company to obtain fresh estimates from competent persons, but they found this would involve a serious expense. They also considered that the opening of the Great Western, perhaps, as far as Reading, would materially alter the general course of traffic, and that it would therefore be impolitic to incur expense at present in estimating traffic which might, in a few months, be entirely disarranged on the opening of the Great Western Railway. The directors had been actuated by these considerations in deferring any further estimate of traffic, and he hoped the course they had adopted would be satisfactory to the proprietors.

Thanks having been voted to the chairman and directors for their prudent management of the affairs of the company, the meeting separated.

SHEFFIELD CANAL.

The annual meeting of this company was held on Thursday week, at the Town Hall, when the following gentlemen were chosen as a committee of management for the ensuing year:—Messrs. Hugh Parker, Samuel Bailey, Edward Smith, Edward Nanson, William Blagden, William Smith (of Portobello), Thomas Foljambe, Thomas Jeffcock, and Thomas Porter. The report alluded to the depressed state of the trade of the town, and the consequent fall off in the dues of the canal, and then proceeded to notice the entire stoppage of the traffic for seven successive weeks, at the season of the year when the demand is the greatest for coals, from which so much of the revenue of the canal is derived. A dividend of 4 per cent was, however, declared.

It was stated, during a subsequent discussion, that the company, in addition to the dividends amongst the shareholders, had paid off debts, and otherwise accumulated capital in purchases, &c., since the opening of the canal, to no less a sum than near 16,000l. Besides this, there had been defrayed heavy law bills for parliamentary expenses, and in applying for an act to relieve the company from the maintenance of the Tinsley road, to the amount of several thousand pounds, which heavy disbursements were not likely to occur again. This information, which appeared very satisfactory to the proprietors, then led to a discussion on the justice of dividing the whole net income of the concern, after deducting the current expenses amongst the shareholders. It was eventually agreed to recom-

mend this course to future committees, in preference to applying any part of the income towards increasing the capital of the company, as heretofore. By this resolution, it is understood that if there should be profit, as there has been in former years, to pay six or seven per cent. to the proprietors, it shall be divided without reserve.—The thanks of the meeting were then voted to John Jubb, Esq., of Ballifield, the chairman, for his services.

MONMOUTHSHIRE IRON AND COAL COMPANY.

The third half-yearly meeting of this company was held at their offices, in Bath, on Tuesday, 1st inst.

Colonel DAUBENEY in the chair.

A highly satisfactory report of the proceedings and of the progress of the works was made by the directors, and a dividend, at the rate of 5 per cent. per annum on the outlay was declared. Notwithstanding the unusual severity of the weather, which has considerably retarded the progress of the works, so that the furnaces are not yet in blast, making iron, sufficient profits for the payment of the dividend have been derived from the rents of the company's houses and shop, and a few minor sources. Subscriptions were entered into at the meeting towards the erection of an Independent Chapel, at the company's town of Victoria; and it is also in contemplation to erect an Episcopal Chapel there, as well as other places of religious worship.

MOUNT'S-BAY MINING COMPANY.

A general meeting of the shareholders of this company was held at the offices, 35, Seething-lane, on Monday, the 7th inst.

—GRAY, Esq., in the chair.

The CHAIRMAN having briefly stated the object of the meeting, moved that Mr. Bennetts, the manager, do read the reports received from the mines, and explain the nature of the proceedings, &c., to the meeting; whereupon Mr. Bennetts proceeded to read the reports, fully entering into the required elucidation, and detailing minutely the real prospects of the company.

It was then proposed, and carried unanimously, "That Messrs. Gray and Armitage be deputed to proceed to Cornwall forthwith to inspect the mines and audit the accounts, preparatory to their furnishing a report to a general meeting of shareholders, to be held on the 25th of June next, in pursuance of a specific resolution then passed, to receive the same, and for the transaction of other business connected with the company."

The SECRETARY having next called the attention of the meeting to the circumstance of his having received several anonymous letters tending to create a dissension in the management, a resolution was passed to Messrs. Bennetts and Roberts, expressive of the approbation and entire satisfaction of the meeting in the management of the affairs of the company.

Thanks having been voted to Mr. Foster for his attention on behalf of the Manchester and Liverpool shareholders, as also to the chairman for his conduct in the chair, the meeting adjourned.

IMPERIAL BRAZILIAN MINING ASSOCIATION.

At the half-yearly general meeting of the shareholders, held at the London Tavern, on Tuesday last, the 8th inst.,

JOSHUA WALKER, Esq., in the chair.

The report of the directors, as also one from Mr. J. C. Hocheder, were read, presenting flattering prospects with regard to the Gongo Soco mine; the state of the finances, however, were not sufficiently flourishing to enable the directors to declare a dividend.

A vote of thanks was passed to the chairman and directors, and the meeting then separated.

POLBREEN MINING COMPANY.

A general meeting of the shareholders of this company was held at the offices, St. Mildred's-court, on Wednesday, the 9th inst.

P. STAINSBY, Esq., in the chair.

The report was received and adopted, as also the accounts. A few remarks having been made by the shareholders relative to the mine, the meeting adjourned.

EAST CORNWALL SILVER MINING COMPANY.

A general meeting of the shareholders of this company was held at the offices, on Wednesday, the 9th inst.

P. STAINSBY, Esq., in the chair.

Mr. SAUNDERS at once moved that the company be dissolved, and that the directors be authorised to wind up the affairs of the company, and settle all claims with such adventurers as have paid the call.

The meeting was of opinion that such would be the most prudent course to adopt, and regretted that it had not been resolved upon before; they accordingly passed the resolution.—Adjourned.

WEST CORNWALL MINES INVESTMENT COMPANY.

The second annual general meeting of the shareholders of this company was held at the George and Vulture Tavern, on Wednesday, 9th inst.

JOHN KEMP DEVONSHIRE, Esq., in the chair.

The advertisement convening the meeting having been read, the following report was submitted:—

REPORT.

The directors in again meeting the shareholders in this company, regret that they have to acknowledge a certain degree of disappointment of the anticipations entertained by them in making their first annual report at the meeting held twelve months since. They have not been able to pay as high a rate of interest on the deposits paid, as they imagined that the prospects of returns from the mines warranted them in expecting. They will, therefore, briefly describe the causes which have led to this result. First, the severe commercial distress which prevailed during a great part of last year, and affected the profits of mining operations in common with all other branches of industry; the depressed state of the standard price of copper, the low price of tin, the metals composing entirely the objects of this company's investment. Remarkable on the far more speculative and uncertain nature of new mines than in old, or those yielding present profits in the case of this company, thereby preventing by their costs in working the profit which might have otherwise been shared amongst the proprietors. That, from the opinions passed on mines of the former description by many eminent miners, the directors hope that the large sum which has been required for them during the past year in calls, may be a permanently valuable investment of the company. Congratulates the company on the very favourable prospects of the established mines, which contain the largest portion of the capital. The mines are of the highest repute by the last report, with but few exceptions, continuing productive and promising; delayed in vesting the remaining capital since last annual meeting, conceiving that the value of shares had not at that time been affected in proportion to the fall in price of metals, &c., by which they have been enabled to make purchases in mines at reduced prices. The following are the shares purchased since last meeting:—Four shares in East Pool, two in Polgooth, one in Charestown United, four in Providence, and one in Wheel Village mines. In conclusion, the directors are happy to state, that the present improved value of copper and tin promises a more profitable prospect for the current year than that which they have now had to report.

A statement of accounts was next read, which, with the resolutions that followed, will be found in our advertising columns.

A short conversation took place, in which was evinced the entire satisfaction of the meeting on the prospects of the company, and confidence in the management of its affairs, and thanks having been voted to the chairman, the meeting adjourned.

GREAT LEINSTER AND MUNSTER RAILWAY.—FIRST EXTENSION FROM DUBLIN TO KILKENNY.

The first general meeting of the shareholders of this company was held at the London Tavern, on Friday, 11th inst., attended by Colonel Rochford, John Maher, Esq., M.P., Francis B. Beamish, Esq., M.P., Thomas Wilson, Esq., and several other influential proprietors and landowners.

HENRY BAINBRIDGE, Esq., in the chair.

The advertisement having been read, the report which was of the most satisfactory nature was then read, and unanimously adopted by the meeting, as also the statement of accounts, showing the expenditure of the company to have been conducted with the most judicious economy; and resolutions expressive of the thanks of the meeting, and their confidence in the directors, having been unanimously carried, thanks were voted to the chairman, and the meeting adjourned.

SWANSEA AND GWAUN CAE GURWEN ANTHRACITE COMPANY.

The first half-yearly meeting of this company was held at Bath, on Tuesday, the 1st inst.

Rev. G. A. BAKER in the chair.

A very satisfactory report of their prospects, and of the progress of the works, was made by the directors.

BRITISH IRON COMPANY.

We have reason to believe that considerable misapprehension exists with regard to the affairs of this company, since the late important decision in the House of Lords in favour of Mr. Attwood. As the true position of the company appears to have been much misrepresented in certain statements which have gone abroad, we direct the attention of our readers to the official information which accompanies the subjoined note of the secretary,—having obtained an early copy, we are desirous of giving it immediate and extended publicity, as so large an amount of property must be affected by the statements alluded to.

"Office, 3, New Broad-st., May 11.

"SIR,—An erroneous impression having been formed on several points respecting the affairs of the Company, the directors think it right to remove it by a brief explanation of the facts; and I am ordered by them to send you the subjoined statement for that purpose.

"I am, Sir, your most obedient servant,

"ROBERT SMITH, Sec."

The iron trade, which had for many years been in an unprofitable state, having begun to revive in the end of the year 1835, it was considered desirable to show what the profit had been since that period, as some foundation (though a very inadequate one) on which to form an opinion for the future. A statement was accordingly laid before the last meeting of the proprietors, showing that the profit at the works for the two years, from December, 1835, to December, 1837, had been 76,620l. 18s. 7d.; subject to a deduction of 75,444l. 19s. 9d. for interest and discounts, by which it was reduced to 69,075l. 18s. 10d.; but which interest and discounts would not have been incurred, if there had been a sufficient working capital; and, therefore, will cease to be a usual charge upon the works, when an adequate capital is provided.

The period of two years was also considered desirable, because the prices of the stock at the beginning and end of that time were very nearly the same; although, during that period, the selling prices of iron had fluctuated considerably, and were much higher at the end of the year 1836 than at the beginning, and much lower at the end of 1837 than at the beginning of that year. If these years were taken separately, and the stock were valued subject to the difference between the price at the beginning and at the end of each year (which amounted to 10,000l. in the former year in favour of the account, and in the latter to a similar sum against it), the profit and loss account would be thereby affected, so as not to show the true result of the actual operations. Valuing the stock, therefore, at the same prices at the beginning and end of these respective years, the profit of 76,620l. 18s. 7d. is thus divided, viz:—

In 1836	£50,521 3 9
In 1837	26,099 14 10—76,620 18 7
Deduct interest account	7,544 19 9

Leaving the net profit

Respecting the impediments occasioned by the suit with Mr. Attwood, the diminished make of iron, and other circumstances affecting the operations of these two years, so as to make the profit less than it otherwise would have been, the proprietors are referred to the report of the directors, read at the meeting on the 4th instant.

On the subject of calls, the directors have to observe, that by the resolutions passed at the last meeting, and which will be proposed for confirmation at the meeting to be held on the 25th instant, no further calls beyond 16l. per share can be made without the consent of the proprietors; and it is not intended to call for that amount except in sums not exceeding 2l. 10s. per share, at one time, and at distant intervals, for the purpose of paying off the proposed loan, or any part of it, which may not be provided for from the company's other sources. The unqualified opinion of counsel being, that there is no liability to Mr. Attwood for payment of 325,000l., the directors do not think it necessary to make any provision with respect to that sum. An extract from the contract is subjoined. If, at a future period, it should be thought desirable by the directors and proprietors to redeem the interest payable whilst the possession and working of Congreaves be continued, they may do so, either by giving their assent to calls for that purpose, or by disposing of any part of the property of the company.

The estimate of the annual profits when the works are in full operation, according to the statement of the managers of the works is

which must be deducted,	
The interest upon Congreaves, about	£16,000
ditto upon the proposed loan	15,000—31,000

which, on 19,000 shares, is 2l. 3s. per share.

But the directors suggested an abatement from the estimates made by the managers of the works, of

14,000	
Leaving	£29,000

h. on 10,000 shares. is 17. 10s. 6d. per share. This is without making

which, on 19,000 shares, is 1l. 10s. 6d. per share. This is without making any calls.

If calls were made for 16l. per share, the loan would be paid off; by which the 15,000l. per annum for interest would be no longer incurred, and the profit would consequently be increased to that extent.

Extract from the Agreement, dated the 4th of November, 1825.

Now these presents witness, and it is hereby agreed, by and between the parties to these presents and to the within-written memorandum of agreement, and the memorandum of agreement thereby referred to, that the said John Taylor, James Henry Shears, and Robert Small, their heirs, executors, and administrators, shall be, and they are hereby exonerated and discharged from all and all manner of personal liability to the payment of any sum or sums of money whatsoever, by reason or means of their having been parties to, and signed the said recited memorandum of agreement, or from any act whatsoever in anywise incidental thereto or consequent thereon; save and except that they shall be and remain answerable for, and liable to the payment of the interest on the remaining instalments of the said purchase-money, as in the said within recited agreement expressed, so long as they remain in possession of the said hereditaments and premises, or any part thereof, and that the said John Attwood shall be satisfied, as his only means of enforcing the payment of the subsequent instalments of the purchase-money mentioned in the said recited memorandum of agreement, with the security of the hereditaments specified in the said memorandum of agreement and which said hereditaments are to be conveyed to trustees, in manner in the within-written agreement expressed, and with the usual powers or trusts for sale, for enabling the trustee or trustees for the time being to sell and dispose of a competent part or parts of the same hereditaments, and thereby raise and pay such of the said instalments as from time to time shall fall due, and from time to time, when and as the same shall fall due, and the respective interest then due in respect of the said purchase-money, or any part thereof, and with all necessary powers and authorities to give discharges for the purchase-moneys, and exempting purchasers from looking to the application thereof, or requiring them to inquire into the necessity of any such sale or sales, it being nevertheless understood and agreed as between the parties hereto, that no sale or sales are to be made or proceedings taken, with a view thereto, until the said John Attwood shall have given to the said John Taylor, James Henry Shears, and Robert Small, six calendar months' notice, in writing, previous to each sale, nor until the expiration of the time mentioned in each such notice. And it is hereby further agreed, that the said John Attwood may be a purchaser at each or either of the said sales of the premises then sold.

IRON TRADE.—Orders were given out last week for 12,000 tons iron rails, 10,000 tons for export to America, and 2000 tons for consumption at home, and several other very extensive orders are about to be given for iron rails and chairs for railways now forming in this country.

DUTY ON CORNISH TIN.—We believe that there is no doubt of its being the intention of government, in order to meet the demands of the tin-plate manufacturers and other consumers of tin for a more ample supply of the article, to reduce the present prohibitory duty on the importation of foreign tin, so as to make it merely protective; and, in connexion with that measure, to abolish altogether the Duchy Duty, not one farthing of which, we believe, reaches the Duchy Treasury, while it raises the price of tin at least 8 per cent., and subjects the smelters to considerable inconvenience.—West Briton.

THE MANUFACTURING INTEREST.—A person who resides in this town, but who travels in Lincolnshire and Yorkshire, assures us that the exportation of machinery by the port of Hull to the Continent is enormous. He states that a party who were then packing machinery at Hull assured him that their house had exported machinery to the value of 10,000l. in that week. He further states that nearly one-half the craft that ply on the Ouse, the Aire, and the Don, are engaged in the traffic. The Manchester machinery has been sent by the Liverpool and Leeds coach to the latter place, from thence it is taken, as well as the wool and flax machinery, by the railway, by way of Selby, to Hull. Since Mr. P. Thomson gave up the bobbins and carriages that were seized on their transit to Prague, it appears little notice is taken of the export of machinery to the East countries.—Nottingham Journal.

PUBLIC COMPANIES.

MEETINGS.

BRITISH IRON COMPANY.—Misapprehensions appearing to have arisen relative to what passed at the late Meeting of the British Iron Company on the 4th instant, respecting the state and prospects of the company, the proprietors who were not present at the meeting are cautioned against being misled, and are requested to seek for such information as they may require at the office of the company, where it will be readily afforded. The proprietors are also informed, that a circular will be sent to each proprietor calling a MEETING for Friday, the 25th instant, to confirm the resolutions passed almost unanimously at the meeting of the 4th instant, and that copies of the report of the directors read at that meeting, and of the resolutions, are preparing, and will be in course of delivery to the proprietors at the office in a few days.

By order of the directors,
Office, 3, New Broad-street, May 8. ROBERT SMITH, Sec.

BOLIVAR MINING ASSOCIATION.—Notice is hereby given, that an EXTRAORDINARY GENERAL MEETING of the proprietors of the Bolivar Mining Association will be held at the Clarence Rooms, South John-street, Liverpool, on Wednesday, the 16th instant, at One o'clock in the afternoon, for the purpose of Electing Two Managing Trustees of the said Association, in the place of the two Managing Trustees going out, according to the provisions of the deed of settlement, but who are eligible to be re-elected.

Dated in Liverpool, this 1st day of May. ALEXANDER ALLEN, Sec.

HENNOCK AND CHRISTOWE MINING COMPANY.—Notice is hereby given, that, in conformity with the regulation endorsed on the scrip certificates, a MEETING of the shareholders will be held on the Mine, on Wednesday, the 10th instant, for adjournment till further notice.

May, 1888. By order of the directors, HENRY MOLYNEUX, Purser.

HAYLE CONSOLS MINING COMPANY.—The Directors hereby give notice, that in consequence of the meeting held on the 24th instant, not having been attended by a sufficient number of shareholders, another SPECIAL GENERAL MEETING of the shareholders of this company, will be held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, in the city of London, on Monday, the 21st day of May instant, at Two o'clock precisely, when a statement of the company's affairs will be submitted for the consideration of the shareholders. The shareholders attending this meeting will be required to produce their scrip certificates, showing that all calls made on their shares have been paid.

NORTHERN AND EASTERN RAILWAY.—Special General Meeting.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the proprietors of this company will be held at the City of London Tavern, on Tuesday, the 15th instant, at One o'clock precisely, to consider a report which will then be submitted to them by the directors on the expediency of abandoning the portion of the line between Islington and Tottenham, in consequence of a proposed junction line from Blackwall to Tottenham Mills-road, which will give to the company the double advantage of a terminus at the East India Docks with a direct communication with the river, and also of the terminus of the Commercial Blackwall Railway, near Fenchurch-street. A report from the engineers on the junction line will be ready for distribution at the meeting.

H. G. WARD, Chairman.
56, Lombard-street, May 1. C. ROWCROFT, Sec.

Note.—The proxy of any proprietor must be delivered, according to the Act of Parliament, five clear days before the day of meeting. A proprietor may vote for those shares only on which all calls are paid.

NEW GRANADA MINING COMPANY.—Notice is hereby given, that the THIRD GENERAL ANNUAL MEETING of this company will be held at the Office of the company, on Wednesday, the 16th day of May next, at Two o'clock precisely. At this meeting Two Auditors will be elected.

By order of the Board of Directors, J. CHAPMAN, Sec.
3, Freeman's-court, Cornhill, London, April 28.

RIE DE ANORI GOLD STREAM WORKS COMPANY.—Notice is hereby given, that a MEETING of the shareholders of the above undertaking will be held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, on Wednesday, the 22nd of May inst., at One o'clock precisely, to receive a report from the directors, and on other special business.

By order of the directors, S. HARPER, solicitor to the company.
2, Cloak-lane, city, March 9.

SOUTH-EASTERN RAILWAY COMPANY.—The HALF-YEARLY MEETING of proprietors will be held at the office of the company, No. 10, Coleman-street, London, on Tuesday, the 22nd day of May, at One o'clock in the afternoon precisely.

T. W. TYNDALE, Chairman.
Railway office, 10, Coleman-street, May 1.

SOUTH-EASTERN RAILWAY.—Notice is hereby given, that the Transfer Book of this company will be CLOSED on the 12th day of May, and will remain closed until the 22nd day of May instant.

By order of the directors, J. S. YEATS, Sec.
Railway office, 10, Coleman-street, May 1.

TREGOLLAN COPPER MINING COMPANY.—The Directors hereby give notice, that the FIRST ANNUAL GENERAL MEETING of the shareholders will be held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, on Friday, the 25th day of May next, at Half-past Twelve for One o'clock precisely, to lay before the shareholders a Statement of the Company's Affairs generally, to elect auditors, fill up the direction, and transact other business.

Tregollan Copper Mining Office,
No. 14 Bishopsgate-street-within, May 9.

TREBURGET MINING COMPANY.—The Directors hereby give notice, that the ANNUAL GENERAL MEETING of the shareholders will be held at No. 6, Austin-friars, London, on Wednesday, the 23rd of May inst., at One o'clock, in conformity with the conditions regulating the company.

May 5.

WHEEL LENOX SILVER, LEAD, COPPER, & GENERAL MINING COMPANY.—The directors do hereby give notice, that a MEETING of the proprietors of the above company will be held at the White Hart Inn, Launceston, on Tuesday, the 3rd of July next, at six o'clock in the evening, to take into consideration the propriety of dissolving the said company.

Launceston, May 7.

WEST WHEEL JEWEL MINING ASSOCIATION.—Notice is hereby given, that a SPECIAL GENERAL MEETING will be held on Monday, the 21st inst., to receive the Report of the Committee nominated at the last Annual General Meeting, at the office of the Association, as under, at Twelve o'clock precisely.

By order of the board, ROWLAND NICHOLSON, Sec.
23, Threadneedle-street, May 11.

NOTICE.—THE LONDON AND BRIGHTON RAILWAY COMPANY.

Incorporated by Act of Parliament, 15th July, 1837.
CALL FOR SECOND INSTALLMENT OF THREE POUNDS PER SHARE.

Notice is hereby given, that the Directors of the London and Brighton Railway Company have made a CALL of THREE POUNDS 8s per Share in this undertaking, and that the same shall be paid on or before the 5th day of June next, to either of the undermentioned bankers, viz.:

London..... Messrs. Hanley, Fenchurch-street; Messrs. Smith, Payne, and Smith, Lombard-street.

Liverpool and Manchester..... The Manchester and Liverpool District Bank, on account of Messrs. Smith, Payne, and Smith.

Brighton..... Messrs. Wigney, and Co.; Messrs. Hall, West, Borrer, and Hall.

The Proprietors of Shares in this undertaking, are therefore requested to pay the same accordingly.

JOHN HARMAN, Chairman.
London and Brighton Railway Office, 71, Lombard-street, London, 10th May.

THAMES HAVEN DOCK AND RAILWAY COMPANY.—Notice is hereby given, that all the Scrip Certificates of this company which shall not be registered on Saturday, 10th inst., will be declared absolutely and positively FORFEITED.

By order, HENRY AMSINCK, Sec.
Thames Haven Dock and Railway Office,
28, Moorgate-street, London, May 11.

TREVORGUS MINING COMPANY.—At a Meeting of the Board of Directors, held the 30th day of April, 1888, at No. 1, Broad-street-buildings, it was resolved, That the business and affairs of the company be, from and after this day, managed and conducted at the Mining Office, 12, Pancras-lane, and that Mr. C. F. Kirkman be the future Secretary of the company.

(Signed) JAMES WALL, Chairman.

Notice is hereby given to those shareholders who have not paid the call of One Pound per share, due on the 23rd of April last, that if the same be not paid to the credit of the directors with Sir Charles Price, Bart., and Co., the bankers of the company, on or before the 23rd instant, that all shares then in default will be declared FORFEITED, and be advertised as such in the London Gazette of Tuesday, the 29th instant.

By order of the board, C. F. KIRKMAN, Secretary.
12, Pancras-lane, May 7.

DIVIDENDS.

COMMERCIAL BANK, NEW ORLEANS.—The following resolution was passed at a meeting of the directors of the above institution, held at New Orleans on the 26th day of March last:—"To declare a DIVIDEND of SEVEN PER CENT. for the year 1887 on the capital stock, payable in New Orleans on the 31st of May next, with interest added at the rate of six per cent. per annum from the 1st of January last; and payable in London on the 30th of September next, also with interest to the 31st of May, at the exchange of ten per cent. premium."

REID, IRVING, and Co., Agents.
8, Broad-street-buildings, London.

RELISTIAN MINE.—Notice is hereby given, that a DIVIDEND of TEN SHILLINGS per share will be paid at the office of the company, 10, Broad-street-buildings, on Monday, the 4th of June, and following days, from Twelve to Three o'clock.—May 12.

The transfer book will be closed on the 1st, and opened on the 5th of June.

THE MINING JOURNAL.

CHELTEMHAM AND GREAT WESTERN UNION RAILWAY.—CONTRACTS FOR WORKS.—Notice is hereby given, that the Directors will meet at their office, in Cirencester, on Wednesday, the 13th of June inst., at Twelve o'clock, to receive TENDERS for the following WORKS:

Contract, No. 1.—Cirencester Division.—The excavation and formation of all the earthwork and the construction of all the bridges, culverts, and other masonry, and the entire completion (except the laying the permanent rails) of that portion of the Cirencester branch, extending from a point within a field, marked 29 in the Parliamentary plan, in the parish of Cirencester, and extending to the road, No. 7, near the Windmill, in the parish of Kemble, being a distance of about three miles and seventy chains.

Contract, No. 2.—Cirencester Division.—The excavation and formation of all the earthwork and the construction of all bridges, culverts, and other brick-work and masonry, and the entire completion (except the laying of the permanent rails) of that portion of the main line, (extending from a point at or near to the proposed junction with the Cirencester branch), in a field, marked No. 2, in the parish of Kemble, to a point in the field, marked No. 33, in the parish of Minety, being a distance of about four miles and ten chains.

Plans and specifications of the above works may be seen, and printed form of tender obtained at the Railway Office, in Cirencester, on and after Monday, the 21st of May. The Directors do not consider themselves bound to accept the lowest tender, and they expect the parties to attend at the office, at One o'clock, on the 13th of June.—Railway Office, Cirencester, April 27. A. MERRICK, Sec.

DUBLIN AND DROGHEDA RAILWAY.—The Directors will meet at their office, 19, Marlborough-street, Dublin, at Twelve o'clock, on the 18th May next, to receive Tenders for

CONTRACT, No. 2.—The Excavation and Formation of all Earthwork, and the Construction of all Fences, Bridges, Culverts, and other Brickwork and Masonry, and the entire completion, including the supplying of all necessary Materials (except the permanent Rails and Bearings, and laying the same) of that portion of the line extending from the North Bank of the Royal Canal, City of Dublin, to Raheny Brook, County of Dublin, being a distance of about three miles and thirty chains—and to keep the same in Repair for one year after completion.

CONTRACT, No. 3.—The Excavation and Foundation of all the Earthwork, and the Construction of all Fences, Bridges, Culverts, and other Brickwork and Masonry, and the entire completion, including the supplying of all necessary Materials (except the permanent Rails and Bearings, and laying the same) of that portion of the line extending from Raheny Brook, aforesaid, to a road near Portmarnock Church, Parish of Portmarnock, and County of Dublin, being a distance of three miles and ten chains, and to keep the same in Repair for one year after completion.

Plans, sections, specifications, working drawings of the above works, and Draft of Contract, may be seen, and printed forms of Tenders obtained at the Company's Office in Dublin, and at the office of George Woodhouse, the Company's Engineer, Kegworth, Leicestershire, on and after the 10th of April next.

The Tenders are to be sealed, and will all be opened at the above time and place, and not before, and in the presence of the several Tenderers for contracts, or some person authorized by them, who are hereby requested to attend.

All Tenders are to be lodged with the Secretary previous to the hour of meeting, endorsed "Tender for Works." No Tender except the printed form furnished by the Company will be attended to.

Contractors must enter into Bonds with two sureties in a penalty of 10 per cent. on the gross sum contracted for. The names of the sureties are to be specified in the Tenders. Contractors will be furnished with counterparts of Contracts (if required) at the office of the Company.

The Contract is to find all Waggon, temporary Rails, and other materials for their own use. The payment to Contractors will be monthly.

The Directors will not bind themselves to accept the lowest Tender.

By order, WILLIAM EDWARD BOLTON, Sec.
Dated 22d March, 1888.

GREAT NORTH OF ENGLAND RAILWAY.—CONTRACTS 3, 4, 5, 6.—County of York.—TO BE LET, the formation and completion of the several works on this railway, comprised in the above-named contracts, beginning at the bridge across the river Wiske, near Birstrey, in the county of York, and terminating at the north side of the Castle Hill, near Northallerton, extending altogether five miles eight chains or thereabouts, with all the excavations, embankments, culverts, drains, road, fences, and other works, connected with the same, agreeably to the plans, sections, specifications, and conditions, which will be ready for inspection, at the company's office, in Darlington, on and after Wednesday, the 9th day of May.

Sealed Tenders, addressed to the Secretary, and with the words "Tender for Works," written outside, will be received at the same place till Ten o'clock in the forenoon of Tuesday, the 5th day of June next.

The Directors will meet at the office at Twelve o'clock on Tuesday, June 12th, to let the contracts, when the parties tendering or persons duly authorized by them, must be in attendance.

The contractor will be required to enter into a bond, with two sureties, for the due performance of the contract, in a penalty not less than 10 per cent. on the gross amount of the contract. The names of the proposed sureties must be given in the tender.

The tender must be made upon printed forms, properly filled up, which may be obtained at any of the following places, on and after the 9th day of May, and no others will be noticed—viz.:

London..... Henry Patteson, Esq., George-street, Mansion-house.

Liverpool..... Isaac Miller, Esq., North Crescent-chambers.

York..... Mr. George Baker, Railway Office.

Leeds..... Messrs. Kildale, Share Brokers.

Northallerton..... Mr. Lancelot Marshall.

Thirsk..... Mr. William Baker, Market-place.

Newcastle-upon-Tyne..... Mr. Jonathan Drewry.

Or at the Company's Office, in Darlington.

The Directors do not bind themselves to accept the lowest tender.

By order, J. MILLER, Sec.
Great North of England Railway Office,
Darlington, April 25.

MANCHESTER AND LEEDS RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will meet at their offices, 9, Brown-street, in Manchester, on Monday, the 18th day of June, at Twelve o'clock at noon precisely, to RECEIVE TENDERS for the undermentioned contracts:—

Tom-morden Contract.—To make and maintain the railway with all excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting of the permanent way and sidings, and furnishing the necessary stone blocks, but exclusive of the wooden sleepers, rails, chairs, and fastenings, as also the Gauxholme Viaduct. Commencing at a point about five chains to the north-east of Clough Mill, and terminating at about twelve chains to the north-east of the road from Tom-morden to Burley, being a distance of about one mile and twenty-two chains, exclusive of the length of the Gauxholme viaduct.

Mill Wood Contract.—To make and maintain the railway, with all its works in like manner, from the termination of the Tom-morden contract to Castle Clough Mill, being a distance of about sixty-two chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection, at the engineer's office, Palatine-buildings, Hunt's Bank, Manchester, on and after the 1st day of June.

Printed forms of tender may be had after the above date, at the office in Manchester, and no others will be attended to. The tenders must be delivered at the railway office, 9, Brown-street, in Manchester, at or before Ten o'clock in the forenoon, on Monday, the 18th June, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works;" and the parties tendering, or persons duly authorized by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties for the due performance of the contract, in a penalty not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The Directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.
Manchester and Leeds Railway Office, 9, Brown-street, Manchester, April 3.

MANCHESTER AND LEEDS RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will meet at their offices, 9, Brown-street, in Manchester, on Monday, the 18th day of June, 1888, at twelve o'clock at noon precisely, to RECEIVE TENDERS for the undermentioned Contracts:—

GAUXHOLME VIADUCT CONTRACT.—To make and maintain the Railway upon arches, with all its works, commencing on the south-west side of the westerly crossing of the Rochdale Canal at Gauxholme, and terminating on the north-east side of the turnpike road from Tom-morden to Haslingden, being a length of about 320 yards.

SOVERBY CONTRACT (including the Soverby tunnel).—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting the permanent way and sidings, and furnishing the necessary stone blocks (but exclusive of wooden sleepers, rails, chairs, and fastenings), commencing in the field numbered 172, Soverby, for the due performance of the contract, in a penalty not less than 10 per cent. upon the gross sum contracted for, and the names of the proposed sureties are to be specified in the tender. The Directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.
Manchester and Leeds Railway Office, 9, Brown-street, Manchester, April 3.

COLEBY CONTRACT.—To make and maintain the railway, with all its works, in like manner, commencing at a point opposite the gas works, in Soverby Bridge, and terminating in North Dean Wood, being a distance of about two miles.

COOPER BRIDGE CONTRACT.—To make and maintain the railway, with all its works, in like manner, commencing in Bradley Wood, at a point about one and a half chain from the western boundary, in the township of Huddersfield, and terminating about seventeen chains to the east of the road to Batty Mills, in the township of Kirkheaton, being a distance of about two miles and twenty-two chains.

MIRFIELD CONTRACT.—To make and maintain the railway, with all its works, in like manner, from the termination of the Cooper Bridge contract, to a point about five chains to the east of the Calder Iron Works, in the township of Thornhill, being a distance of about two miles and seven chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection, at the engineer's office, Palatine Buildings, Hunt's Bank, Manchester, on and after Monday, the 21st day of May, 1888. Printed forms of tender may be had after the above date, at the offices in Manchester; and no others will be attended to.

The tenders must be delivered at the Railway Office, No. 9, Brown-street, in Manchester, at or before Ten o'clock in the forenoon, on Monday, the 11th June, 1888, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works;" and the parties tendering, or persons duly authorized by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contracts, in a penalty not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest tender.

JAMES WOOD, Chairman.
Manchester and Leeds Railway Office, 9, Brown-street, Manchester, 18th April, 1888.

NEWCASTLE-UPON-TYNE AND CARLISLE RAILWAY.

The directors of this Railway beg to acquaint the public, that the communication between the east and west sides of the island will shortly be completed, by the opening of the middle portion of this line of Railway, which will take place early in June next, when it is intended to run the trains of the company between Newcastle and Carlisle in three hours, including stoppages at the intermediate stations (instead of five hours and a half as at present). This will afford the means of a quick communication between Newcastle and other great towns in the vicinity, and Liverpool, Manchester, Glasgow, &c. &c.; as also by steam boats, between Carlisle and several important places on the west coast, and with Ireland. The directors also wish to draw the attention of the public to the fact, that, by this Railway to Carlisle, travellers can proceed from the latter city, to join the Railway at Warrington to Birmingham and London, as well as by steam boat to Liverpool, Belfast, &c., by which route much time and expense will be saved. The times of starting the Trains, and other necessary particulars, will be given in future advertisements.

JOHN ADAMSON,
Clerk to the Company.
Railway office, Newcastle-upon-Tyne, April 14.

NORTH MIDLAND RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the North Midland Railway Company, will meet at the Railway Office, No. 13, George-street, Mansion house, London, on Tuesday, the 22d day of May, 1888, at One o'clock precisely, to receive tenders for the undermentioned contracts:—

DEBY CONTRACT.—To make the railway with all the excavations, embankments, bridges, culverts, drains, and fences, complete, including the laying and ballasting of the permanent way, and furnishing the necessary blocks (but exclusive of the rails, chairs, pins, and wooden sleepers), commencing at the northern termination of the Birmingham and Derby Junction Railway, at a point 144 chains or thereabouts, south of the turnpike-road from Derby to Nottingham, in the parish of St. Alkmund, Derby, and terminating on the north side of the turnpike-road from Derby to Mansfield, in the same parish, being a distance of 62 chains, or thereabouts, and to keep the same in repair for one year after completion.

DUFFIELD CONTRACT, near Derby.—To make and maintain the railway (in like manner), commencing at or near Duffield Church, in the parish of Duffield, in the county of Derby, and terminating at or near the turnpike-road from Derby to Mansfield, in the parish of St. Alkmund, Derby, being a distance of 3½ miles, or thereabouts.

Drafts of the contracts, with plans and specification of the works, will be ready for inspection at the Engineer's Office, in Chesterfield, on and after Monday, the 7th of May.

Printed forms of tender may be had, after the above date, at the railway offices, in London, Leeds, and Chesterfield, and no others will be attended to.

The tenders must be delivered at the railway office, in London, on or before One o'clock on the said 22d day of May, under a sealed cover, addressed to the Secretary, and indorsed "Tender for Works;" and the parties tendering, or persons duly authorized by them, must be in attendance at the time of meeting.

The parties whose tender is accepted, will be required to enter into a bond, with two sureties, for the due performance of their contract, in a penalty not less than 10 per cent. on the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender.

The Directors will not bind themselves to accept the lowest offer.

The contractor (if he require it) will be furnished by the company with a counterpart of the contract, at his own expense.

By order, H. PATTESON, Sec.
London, 27th April.

WEST CORNWALL MINES INVESTMENT COMPANY.—At the Annual General Meeting of Proprietors of the West Cornwall Mines Investment Company, held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, in the City of London, on the 9th day of May.

JOHN KEMP DEVONSHIRE, Esq., in the Chair.

The following Resolutions were adopted, viz.:

1. That the Resolutions of the previous Annual General Meeting be confirmed.

2. That the report of the Directors now read be received and entered on the minutes of the company.

3. That Edward S. Biggs, Esq., and Edward Garland, Esq., be the Auditors of the company for the ensuing year.

4. That all shares on which the Second Call has not been duly paid, and which have become forfeited, be restored on payment of the Second Call before the 1st day of June next, but such shares shall not be entitled to any dividends already declared.

5. That the thanks of the proprietors are justly due to the Directors for their zeal and attention to the interests of this company.

6. That the thanks of this meeting are justly due to the Chairman for his urbanity of conduct in the chair this day.

J. K. DEVONSHIRE, Chairman.

Receipts and Disbursements of the West Cornwall Mines Investment Company, is the 25th of December, 1887.

RECEIPTS.

To dividends receivable, for receipts from the following mines:—

Tresavean £1 60 0

Marazion 30 0 0

Hallen Beagle 40 0 0

Wheal Jewel 164 10 0

Levant 244 5 0

Wheal Virgin 152 10 0

Treowvas 30 0 0

Wheal Craver Nil

East Pool 110 0 0

Budnick 14 0 0

To interest received on deposit from Helston Union Bank 42 7 0

Profit and loss 224 4 1

£213 10 11

DISBURSEMENTS.

By dividends payable for 1st dividend of 1s. per share £500 0 0

ditto 2d ditto 500 0 0

Hallen Beagle mine for costs 800 0 0

Charges for agents inspecting mines 50 0 0

Salaries, rent of offices, advertisements, &c. 190 9 2

Travelling expenses of directors 20 0 0

263 10 11

Balance Sheet of the West Cornwall Mines Investment Company's Books.

Dr. 25th December, 1887.

Cash at the Bankers, &c., as under, viz.:

Helston Union Banking Company £343 7 0

Western District Banking Company 29 7 0

J. K. Devonshire, Esq., (Director) 80 5 0

H. Gilbard, Devonport 40 0 0

George Keogh (

STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.

8, King William-street, City. 25, Regent-street, London.
D'Olier-street, Dublin. Princes-street, Edinburgh.

W. Cory, Esq., Dep. Chair. Colonel Chris. Hodgson. W. J. Richardson, Esq.
Lawrence Dorgan, Esq. Henry Lawson, Esq. Frederick T. West, Esq.
William Gunston, Esq. J. Barrett Lennard, Esq. George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Increasing rates of premium, peculiarly advantageous in cases where Assurances are effected by way of securing Loans or Debts.

Age of the assured in every case admitted in the policy.

Premiums may be paid Half-yearly or Quarterly.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

Age.	Annual Premium for £100, payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
20	£ s. d. 1 0 4	£ s. d. 1 5 5	£ s. d. 1 10 6	£ s. d. 1 15 7	£ s. d. 2 0 8
30	1 6 4	1 12 11	1 19 6	2 6 1	2 12 8
40	1 16 8	2 5 10	2 15 0	3 4 2	3 13 4
50	2 17 0	3 11 3	4 5 6	4 19 9	5 14 0

By order of the Board of Directors,
W. WRIGHT, Secretary.

STANDARD OF ENGLAND LIFE ASSURANCE, REVEREND SIOBRYN INTEREST, AND ANNUITY COMPANY.—Notice is hereby given, that the HALF-YEARLY DIVIDEND on the stock of the Standard of England Life Assurance, Reversionary Interest, and Annuity Company will be PAYABLE any day after the 10th of May instant, between the hours of Eleven and Three.

By order of the board,
W. WRIGHT, Secretary.

BRITANNIA LIFE ASSURANCE COMPANY.

1, PRINCES-STREET, BANK, LONDON.
CAPITAL—ONE MILLION.

Directors: William Bardgett, Esq., Samuel Bevington, Esq., William Fechny Black, Esq., John Brightman, Esq., George Cohen, Esq., Millis Coventry, Esq., John Dewart, Esq., Robert Eglington, Esq., Erasmus Robert Foster, Esq., Alex. Robert Irvine, Esq., Peter Morrison, Esq., William Shand, Jun., Esq., Henry Lewis Smaile, Esq., Thomas Teed, Esq.

MEDICAL OFFICERS—John Sims, M.D., and Ebenezer Smith, Esq., Surgeon.

ADVANTAGES OF THIS INSTITUTION:

A most economical set of tables—computed expressly for the use of this Institution, from authentic and complete data.

Increasing rates of premium on a new and remarkable plan, for securing loans or debts; a less immediate payment being required on a policy for the whole term of life than in any other office.

A Board of Directors in attendance daily at Two o'clock.

Age of the assured in every case admitted in the policy.

All claims payable within one month after proof of death.

A liberal commission allowed to solicitors and agents.

Medical attendants remunerated in all cases for their reports.

Age.	Premium per cent. per annum payable during				
	First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
20	£ s. d. 1 1 6	£ s. d. 1 5 10	£ s. d. 1 10 11	£ s. d. 2 16 9	£ s. d. 2 17 6
30	1 6 4	1 12 1	1 19 1	2 7 4	2 17 6
40	1 16 1	2 4 4	2 14 6	3 7 3	4 3 4
50	2 16 7	3 9 4	4 5 5	5 6 3	6 13 7

Officers in the army and navy engaged in active service, or residing abroad, and persons afflicted with chronic disorders, and much other valuable money business, are insured at the least possible addition to the ordinary rates, regulated in each case by the increased nature of the risk. Prospectuses, and every requisite information as to the mode of effecting assurances, may be obtained, either by letter or personal application, at the office of the company.

PETER MORRISON, Resident Director.

THE AUSTRALASIAN LOAN COMPANY.

Capital £300,000, in three series of shares of £40 each. The first series to be now issued; the second to be issued in May, 1839; and the third to be issued in May, 1840.

PROVINCIAL COMMITTEE.

William Allen, Esq., Rowland Hill, Esq.,
G. H. Clay, Esq., George Whitcomb, Esq.

Messrs. Wright and Co., Covent-garden; Messrs. Currie, Cornhill.

This company has been formed chiefly for the purpose of advancing sums of money on the security of landed and other real property, in the several colonies and settlements of Australasia, in a manner well calculated to prove beneficial to the colonists, and extremely advantageous to its proprietors.

The colonial banks are precluded, by their deeds of settlement and by local ordinances, from the granting of such advances, and much other valuable money business, and the current rate of interest now charged by individuals, upon advances on real securities, in the Australian colonies, is from 10 to 20 per cent.

The principal operations of the company will be the granting of advances upon the mortgage of landed property, upon the deposit of title deeds and warrants of merchandise in bond, and upon other bona fide and really valuable securities generally; but much other safe and profitable business may also be transacted by the company, which it is unnecessary to particularise here.

The affairs and business of the company will be conducted under the superintendence of a Board of Directors, to be elected from the shareholders in London, and in the colonies by agents and other persons duly qualified, who will be appointed by the said Board, and in every arrangement the strictest regard will be paid to economy.

The shares to be comprised in the first series are to be paid up as follows, viz., £10 per share at the time of subscribing; £10 ditto in three months from that date; £10 ditto in six months from that date; and £10 ditto in nine months from that date; and in the second and third series will be first offered, proportionately and at par to the shareholders of the company.

Applications for shares, until the 21st inst., and other communications respecting the company, may be addressed, post paid, to the Manager, at Messrs. Wright and Co.'s, 6, Henrietta-street, Covent-garden; or at 29, Tokenhouse-yard, London.

By order of the Provisional Committee,
London, May 1. FREDERIC BOUCHER, Manager.

N.B.—This company is not in any way connected with the Bank of Australasia.

LANVAIR CLYDOGAU SILVER-LEAD MINING COMPANY.

Capital £50,000, in 5,000 shares of £10 each. Deposit £2 10s. per share.

BANKERS—Messrs. Glyn, Halifax, Mills, and Co.; Messrs. Smith, Payne, and Smith.

SOLICITORS—Messrs. Roy, Blunt, Duncan, and Johnston, Liverpool-street, city.

PROVINCIAL COMMITTEE.

Henry Luard, Esq., J. L. Hood, Esq.,
Thomas Jones, Esq., Thomas Hutton, Esq.,
R. Beresford, Fitzgibbon, Esq., H. C. Moreton Dyer, Esq.

The above company has been formed for the purpose of more effectually working and smelting the ores from the highly valuable and productive silver-lead mines near Lampeter, in the county of Cardigan, on the property of Lord Carrington, which are universally known and esteemed throughout Wales for their extraordinary richness.

These mines, though formerly inefficiently worked, have nevertheless produced large profits; they recently have undergone extensive improvements by the present lessee, who has expended a considerable sum in sinking a new shaft, erecting a new and powerful water-wheel, together with every necessary building calculated for a work of importance. There is a never-failing stream, that will be applied to work the wheel, drain the mines, crush and stamp the ore, and draw it to the surface, so that none of the capital of the company will be absorbed in steam-engines and machinery, at immense cost, usually the case in works of this description.

Many other advantages might be fairly set forth, such as contiguity to an excellent shipping port, cheapness of provisions, and consequently labour, details more fitting for verbal explanation than public advertisement.

It is not necessary to enlarge upon the acknowledged reputation of these mines, and the richness in silver (vide Topographical History of Wales); suffice it to say, that samples previously to the present tenancy were tested in 1836 by Mr. P. Johnson, the celebrated assayer, and were found to contain eighty-four ounces of pure silver to the ton of ore; subsequently, on the 24th of February, 1838, specimens were again sent to him, which yielded eighty-seven ounces to the ton. Specimens have also been assayed by Mr. Lockington Bunn, of the Assay Office, Gough-square, Fleet-street, who has delivered a similar report as to their richness.

The ores from these mines, owing to the large proportion of silver they contain, have always a ready sale (with scarcely any fluctuation in price), at from £27 to £30 per ton; whilst the produce of other mines, containing none of that precious metal, sells for only £11 to £12 a ton, and even at that price they are carried on at a profit. The extraordinary advantages that this investment presents must be obvious, the more especially as the Lanvaair Mines have been already worked, the quality of the ores proved and reduced to a certainty, thereby divesting the present undertaking from any apprehension of the risk usually attendant on mining speculations.

A careful survey and elaborate report have been made by Mr. W. W. Bailey, the well-known mining engineer, by which it will be seen that £8000 per annum is the calculation of the net profits from the old veins alone, while there is every prospect of proportionate returns from the veins lately opened in different parts of the estate.

Applications for shares may be addressed, post paid, to Mr. Henry Solly, Secretary, 8, Jefferys-square, city, London.

* Extract from Lewis's Topographical Dictionary, under the head Lanvaair Clydogau:—"A valuable mine of lead ore, containing a considerable quantity of silver, has been worked here for the last twenty years with considerable success. Each ton of ore contains, upon an average, from seventy-five to eighty ounces of pure silver." Extract from Meyrick's History of Cardiganshire, under the head Lanvaair Clydogau:—"The ore from these mines sold for £27 per ton; 124 cwt. of lead is procured from one ton of ore, and from sixty to eighty ounces of silver from the same. It is said to be the richest mine in the county."

THE BRITISH GALVANIZATION OF METAL COMPANY.

Capital £200,000, in 10,000 shares of £20 each.—Deposit £2 per share.

PROVINCIAL COMMITTEE.

Joshua Ashley, Esq., E. H. Labatt, Esq.,
David Gibbs, Esq., Angelo Solari, Esq.,
John Harman, Esq., Thomas Serrell, Esq.,
John Howard Kyan, Esq., J. C. Whyte, Esq.

With power to add to their number.

BANKERS.
Sir Charles Price, Bart., and Co., King William-street.
Messrs. Ashley and Son, 135, Regent-street.

SOLICITORS.
William Paterson, Esq., 64, Old Broad-street.
Thomas Jones Maw, Esq., 4, New Bridge-street.

This company is established for the purpose of bringing into operation a process, which is now being secured by Letters Patent, to preserve Iron and Copper from Rust and Oxidation.

In the United Kingdom, where iron and copper are so extensively used, and their preservation is of such manifold importance, the establishment of this company cannot fail to be of the greatest interest and advantage, both to the government and the public at large. A brief enumeration of a few of the various objects capable of being preserved by the process, will at once show the extensive field opened for its operation. These are iron rails, pins, screws, and other articles used in railways, and the bright parts of the machinery connected with locomotive and other engines, and which are necessarily exposed to the weather. The filed and bright parts, as well as the steam-boilers of marine-engines, water-tanks for vessels of war, and all other iron-work fixed or used in damp or wet situations, as in mines, docks, wharfs, bridges, &c., together with all copper and brass vessels used for culinary purposes.

The completion of the Letters Patent has been delayed, in order to test its value by the experiments and calculations of scientific and practical men, whose reports will be given shortly.

The advantages which belong to this company are, the valuable objects to be secured by this process, and the exceedingly favourable terms upon which the company have obtained the exclusive right to use it; and it is only after the fullest and most satisfactory investigation that the benefits thereof are offered to the public, complete in all its details, as an undertaking which cannot fail to yield large profits.

The manufacture of iron, which is well known to require a large capital, and to be a very precarious trade, frequently attended with heavy and sudden losses, will not form any part of the operations of the company, as it could only be carried on with manifest injury and injustice to those now engaged in that trade, with whom it is the wish, as it will be the interest, of the company to co-operate.

Their works will be solely for the application of the patent process, and therefore a comparatively small outlay of capital will be sufficient, and no delay will take place in bringing the undertaking into full and immediate action.

The principal establishment will, in the first instance, be in the metropolis, but it is intended to make arrangements so that the process shall be eventually carried on in the chief manufacturing towns throughout the kingdom.

The share list is now complete, and an early allotment will be made, of which due notice will be given.

83, Cornhill, May 7. GEORGE BROWN, Secretary, pro tem.

THE ZINCED, or GALVANIZED IRON COMPANY.

Capital £250,000, in Shares of £20 each; Deposit £1 per share.

The principle involved in the galvanization of metals, and the applicability of zinc to protect iron from oxidation, has long been known to the scientific world. Several of the most eminent philosophers and chemists of Europe have recognised its accuracy, and have bestowed great labour, time, and attention on the subject; the object being the practical adaptation of the discovery to purposes of public benefit and general utility.

This desideratum has been accomplished, and the promoters of this Company, confident of the vast advantage that would accrue to the maritime, commercial, and manufacturing interests of the empire, by the general introduction and use of zined or galvanized iron, as also of the efficiency and originality of the process which will be employed by the managers of the Company for the protection of metals against oxidation, are satisfied that they can enter into economical and successful rivalry with every other establishment aiming at the same object.

The manufacture of zinc, or spelter, has long had their most devoted consideration, and the smelting and manufacture of iron, in all its varieties, is a branch of commerce in which they were educated.

In the manufacture of zinc they have arrived at an important practical improvement, by which the metal produced is fully equal to the German, by which the price of production is materially diminished, and by which the quantity of coal required in the smelting of the blende is greatly reduced; thus effecting economy of time, labour, and fuel, a feature equally affecting the interests of the manufacturer as of the consumer of one of the principal staples of commerce.

Assisted by some eminent practical chemists, they have made a series of experiments proving the value and accuracy of the principle of galvanisation, and its general applicability to all cases where iron requires protection against oxidation, whether by exposure to atmospheric damp or immersion in water.

The value of the discovery, and its general utility, have already been tested in France, by the high premiums which the shares in the Zined and Galvanized Metal Companies have borne and sustain in the Parisian market, and no doubt can be entertained that, in this great commercial and maritime nation, where the economical application of the principle must prove so eminently beneficial, the object accomplished will be likewise sustained by public approbation and support.

A detailed prospectus is in preparation, and will speedily be published.

Applications for shares may be made by letter, post paid, to the solicitor of the company, J. H. Welsh, Esq., 79, King William-street, corner of Nicholas-lane, addressed to the Provisional Committee of Management, at No. 31, St. Swin's-lane.

JAMES WILSON Sec.

ANTI DRY-ROT COMPANY.—KYAN'S PATENT.

Office, 2, Lime-street-square.

The Directors of this Company beg to solicit the attention of the public, and more particularly that of architects and engineers, to the importance of having the timber of such works in which they may be engaged effectually preserved from decay by being submitted to Kyan's process. The Directors have the satisfaction of stating, that the following eminent engineers have adopted Kyan's process for the preparation of sleepers on the under-mentioned important railway undertakings:—

London and Birmingham Railway R. Stephenson, Esq.
Great Western Railway J. K. Brunel, Esq.
North Midland Railway G. Stephenson, Esq.
Manchester, Bolton, and Bury Railway J. Hawkshaw, Esq.
London and Croydon Railway Jos. Gibbs, Esq.
London and Southampton J. Locke, Esq.
York and North Midland J. C. Barry, Esq.
Birmingham and Derby Railway G. Stephenson, Esq.
Birmingham and Gloucester Railway Captain W. S. Moorsom.
Liverpool and Manchester G. Stephenson, Esq.
Newcastle and North Shields, &c. Nicholson, Esq.
Durham Junction Railway T. Harrison, Esq.

Licenses are granted by the Company for the use of the patent process to architects, engineers, railway companies, timber merchants, and noblemen and private gentlemen for their estates.

IMPERIAL BLACK LEAD COMPANY.

Capital £50,000, in 1,000 shares of £50 each.—Deposit £1.

Prospectuses of this company will be issued in a few days, in the mean time applications for shares may be made by letter, post paid, to the solicitor of the company, J. H. Welsh, Esq., 79, King William-street, corner of Nicholas-lane.

This day is published, price One Guinea, in cloth, lettered, the Fifth Edition, considerably enlarged from the Fourth Edition, and with new sections and cuts, of

AN INTRODUCTION TO GEOLOGY; intended to convey a Practical Knowledge of the Science, and comprising the most important recent Discoveries; with various Diagrams of the Facts and Phenomena which serve to confirm or invalidate various Geological Theories.

London: Longman, Orme, and Co.

PUBLIC COMPANIES.

MEETINGS.	
Wholesale Auction Mart	May 15 ... 1.
Northern and Eastern Railway	City of London Tavern ... 16 ... 1.
East London and Western Railway	2, St. Mildred's-court ... 15 ... 1.
Stanhope and Tyne Railway	Office ... 16 ... 12.
New Canada Mining Company	3, Freeman's-court ... 16 ... 2.
Bolivar Mining Association	Clarendon Rooms, Liverpool ... 16 ... 1.
Hennock and Christowe Mining Co.	On the Mine ... 16 ... 1.
Equitable Discount Society	Office ... 17 ... 11.
Provincial Bank of Ireland	Office ... 17 ... 12.
George Consols.	George and Vulture ... 21 ... 2.
South Eastern Railway	16, Coleman-street ... 22 ... 1.
Promoter Life Assurance	Office ... 23 ... 2.
Treburget Mining Company	6, Austin friars ... 23 ... 1.
Rio de Anori Gold Stream Works	George and Vulture ... 23 ... 1.
British Iron Company	London Tavern ... 25 ... 1.
Tregollan Copper Mining Company	George and Vulture ... 25 ... 1.
Tamar Silver Lead Mining Company	2, St. Mildred's-court ... 26 ... 1.
Lincoln Railway	King's Head, Poultry ... 26 ... 2.
Bank of Australia	Office ... 4 ... 2.
Bank of British North America	Office ... 5 ... 1.
Mutual Life Assurance	87, Old Jewry ... July 2 ... 1.
Wheel Leany Mining Company	White Hart, Launceston ... 3 ... 6.

CALLS.	
Bristol and Exeter Railway	51. May 15 ... Glyn and Co.
Manchester and Leeds Railway	101. ... 15 ... As former calls.
Tyr Gutter and Cefn Cwse Colliery	104. ... 18 ... London & Westminster Bank
London Joint-Stock Bank	34. ... 21 ... London Joint-Stock Bank
Trevelyan Mining Company	17. ... 23 ... Price and Co.
Treburget Mining Company	27. ... 28 ... Vere, Sapte, and Co.
Union Plate Glass	29. ... 28 ... South Lancashire Bank
Grand Junction Water Works	51. June 1 ... 25, Old Bond-street
Cheetham and Great Western	51. ... 2 ... Roberts, Curtis, and Co.
London and Brighton Railway	31. ... 5 ... Smiths.
Wheal Gilbert Mining Company	108. July 10 ... Grylls, Redruth, Hore, Lond.

DIVIDENDS.	
Droitwich Patent Salt Company	Office ... May 18.
Wit's and Berks Canal	17. 88. ... Mastermans, London. ... 23.
Reliance Mining Company	108. ... Office ... June 4.
Eastern Coast of Central America Company	7 per cent. ... July 1.
Commercial Bank, New Orleans	7 per cent. ... Sep. ember 3.
Standard Life Assurance	Half-yearly ... 25.
Kennet and Avon Navigation	25. ... 25.
Old Moor Mine	25. 6d. ... 8, Guildford-street ... 1.
Calcutta and Sanguir Railway	58. ... 7, Birch-lane.

MEETINGS OF SCIENTIFIC BODIES.

IN THE ENSUING WEEK.	
SOCIETY.	PLACE OF MEETING.
Royal Asiatic	14, Grafton-street.
Royal Geographical	21, Regent-street.
Statistical	4, St. Martin's-place.
Horticultural	21, Regent-street.
Civil Engineers	1, Cannon-row.
Society of Arts	Adelphi.
Royal Institution	Somerset House.
Antiquaries	Somerset House.
Royal Institution	Albemarle-street.
London Electrical	Adelaide-street.

SOCIETY OF ARTS—MEETINGS OF COMMITTEES.

Monday, 14th May—Miscellaneous Matters, at half-past seven, on the recommendation of managers, and of a proper place for the ensuing distribution of rewards.

Wednesday, 16th—Meeting of the Society at eight. A. ATKIN, Sec.

NOTICES TO CORRESPONDENTS.

A "Shareholder in the Cornwall Great United Mines" will find the information he requires in our advertising columns, rendering the insertion of his letter unnecessary.

The press of matter in our Journal of to-day compels us to omit several reports of Public Companies.

A great pressure of Advertisements compels us to defer the report of the "West Wheel Jewel," the "Purchases of Copper Ores at Swansea," &c.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, MAY 12, 1838.

In another part of our columns will be found a document of considerable interest to all who are concerned in Railway communication—we allude to the Report of the "Select Committee appointed to consider the present state of the Communications by Railroads, so far as it affects the regularity and convenience of the transmission of Letters, and the Post-office in general."

The principle involved in this Report is one of much importance, and which has hitherto been in great measure overlooked or disregarded. In several essential points Railways differ greatly from common roads—they are formed at the expense of individuals—they are the property of individuals—and from their very nature they are not adapted for the public and unrestrained traffic which is carried on upon all other thoroughfares. It is evident, therefore, that a new mode of communication is rapidly being introduced, which will in all cases, to a great extent, and where time is an object, entirely supersede the use of common roads, and that this mode of communication, both as regards the nature of the property and the nature of the traffic which is carried on by it, differs most essentially from the public thoroughfares now existing.

Here then we have a subject of vast importance which is already beginning to attract the attention of the Legislature, and which imperatively demands no less careful consideration from the Railway Director and Proprietor. It is evident that the great public communications of the country must be regarded on higher grounds than as mere private property, as mere individual investments, that whatever rights individuals may possess in them, there are certain public claims, which are paramount to all others. The amazing rapidity of railway communication renders it a most important medium for the conveyance of letters, and hence the attention of Parliament has been early directed to it, as regards the intimate connection which it has with the Post-office affairs, and its general bearing on that important branch of the public service. It thus happens that the necessary compromise of private and public rights which the nature of the case requires is now brought before our notice, and the principles on which it should be settled are well deserving of attentive consideration.

Although the question before us is by no means devoid of difficulty, we believe that its satisfactory adjustment depends in a very great measure upon the spirit in which it is approached. In all matters to which Government forms a party, there exists of course a power of carrying out its designs, which, whether exercised or not, should be regarded with jealousy, and if necessary, opposed with firmness. Should this feeling have due weight with those parties, who on this or any future occasion may be entrusted with the management of the Railway interest, one great difficulty of their position may be in great measure averted. Much, however, must depend in these cases upon the spirit in which Government approaches the subject, and upon the moderation and equity of principle which it displays.

Looking at the question before us with these views, and impressed at once with its delicacy, its difficulty, and the importance of a satisfactory adjustment, we conceive that the Railway proprietor will find much reason to be satisfied with the Report to which we have referred. It will be seen that while it displays a due regard for the claims of the public service, there appears no desire on the other hand to infringe unnecessarily upon the private rights which are invested in railway property, as it recommends the adoption of such terms "as shall afford to the proprietors a just and reasonable remuneration under all the circumstances of the case." The principle of arbitration, certainly the only equitable mode of adjusting the mutual claims of the parties, is recommended to be adopted in its full extent, "one of the arbitrators being named by each of the contracting parties, and these two naming a third, the decision being final." In this manner we have little doubt that the payment to be made to the railway companies for the facilities of communication required by the Post-office, may always without difficulty be adjusted.

The power proposed to be given to the Post-office "to run their own engines upon any railway, with a train containing a limited number of passengers, and weight of luggage, if they shall so think fit," is undoubtedly one which might, if unduly exercised, materially interfere with the interest of the companies; it appears, however, to be proposed as merely a possible contingency intended to meet an extreme case, and we shall not therefore too hastily condemn it. Although, therefore, some exception might be made to this, and perhaps one or two other points contained in the Report, we are on the whole disposed to be pleased with the spirit of the recommendations contained in it, and as a mere preliminary measure we have not thought it necessary to bestow that rigorous scrutiny upon its merits which would be necessary in a case of legislation. We may, probably, however, return to the subject again at no distant time.

The necessity for prompt and effectual legislation on the subject of Joint-Stock Banks, which we have so often insisted upon, has received, if possible, a still stronger confirmation from the late proceedings in the Rolls' Court, in which the "Bank of England" has brought to an issue certain privileges which are considered by the terms of its Charter to have been exclusively conferred on that establishment. The technical question before the Court is one of great interest, as regards the legality of certain transactions in which the "London and Westminster Joint-Stock Bank" has been concerned; but the real principle involved is the supremacy claimed by the "Bank of England," and the consequent limitation of the powers of other Banks—a limitation evidently so loose and undefined, that their transactions may always be liable, as in the case before us, to be questioned and made the subject of legal proceedings. This great principle is paramount to every other consideration, for upon it entirely depends the prosperity of that rising branch of our monetary interest, which is rapidly assuming a position of the highest national importance.

It is evident that, from such a state of things as we have now described, incalculable evil must ensue—doubt and uncertainty must hang over transactions of immense magnitude—transactions affecting the welfare of the whole commercial body, and, through that medium, every other class of society. The sooner, however, the real position of the contending parties is shown in its proper light, the better it will be, not only as proving the necessity of change, but as pointing out more clearly the nature of the alterations which are required, before the monetary interest of this great commercial country can be considered as placed on a firm and satisfactory basis.

With this view, therefore, the conduct of the "Bank of England" in instituting the proceedings alluded to, should be looked upon rather with satisfaction than otherwise. The settlement, not only of the question involved, but of many others connected with it, cannot longer be delayed without injury, and these proceedings will strongly tend to precipitate final decision, and to hasten measures which might otherwise have remained much longer in abeyance.

THE FUNDS. CITY, FRIDAY EVENING.

Consols have during the past week advanced $\frac{3}{4}$ per cent., having been done at 94 $\frac{1}{2}$, although leaving off somewhat flatter. Exchequer Bills and India Bonds have maintained their prices, with an advance on the latter. In Foreign Stocks there is nothing to remark. Some business has been doing in Railway Shares, but generally at lower prices than quoted in our last. The Asphaltic Companies still continue to attract attention, and altogether the Share Market presents a more brisk and healthful appearance. Mining Shares are inquired after, and several country orders have given a zest to this species of investment, which we are well pleased to notice. The Shares of the British Iron Company experienced a decline of $\frac{1}{2}$ per share, but have since improved; the statement which appears in our columns this day will, we doubt not, have the effect of restoring the confidence of the shareholders.

Consols closed at 94 $\frac{1}{2}$ money and account. The Three-and-a-Half per Cent. Reduced Annuitants 101, and the New Three-and-a-Half per Cent. 102 $\frac{1}{2}$. Bank Stock 205 $\frac{1}{2}$ for money. The premium upon Exchequer Bills 71 73. India Bonds, 81 83 pm.

Spanish Bonds 21 with the May Coupons for account. Portuguese New Five per Cents 35, and the Three per Cent. ditto 23 $\frac{1}{2}$. Colombian Bonds 27 $\frac{1}{2}$ $\frac{1}{2}$, and Mexican Five per Cents 23 $\frac{1}{2}$. Belgian Bonds 101 $\frac{1}{2}$; Danish 74 $\frac{1}{2}$ $\frac{1}{2}$; French Five per Cents 102 $\frac{1}{2}$, with the exchange at 25f 50c; Dutch Two-and-a-Half per Cents 54 $\frac{1}{2}$ $\frac{1}{2}$; and the Old Fives 100 $\frac{1}{2}$; and the New Loan 98 $\frac{1}{2}$ 99.

Great Western Railway Shares 29 $\frac{1}{2}$ 30 prem. Brighton $\frac{1}{2}$ $\frac{1}{2}$ prem. Blackwall $\frac{1}{2}$ prem. Birmingham 80 82 prem. Southampton 53 dis. Croydon New Ser p 2 prem. Manchester and Leeds 15 $\frac{1}{2}$ prem. North Midland 3 p em.

Clairidge's Asphaltic Shares 11 13 pm.; British $\frac{1}{2}$ dis.; Liverpool $\frac{1}{2}$ pm.; United States 1 $\frac{1}{2}$ pm.; Bastenne 1 $\frac{1}{2}$ pm.; Robinson's at par; and Polonceau $\frac{1}{2}$ $\frac{1}{2}$ pm. British North American Bank Shares 4 $\frac{1}{2}$ pm.; Colonial 2 $\frac{1}{2}$ pm.; and ditto Scrip 2 $\frac{1}{2}$ pm. National Provincial Bank of Ireland 17 $\frac{1}{2}$ pm.; National Provincial Bank of England at par; and the New Shares $\frac{1}{2}$ dis.; National Bank of Ireland 2 $\frac{1}{2}$ dis.; and Union Bank of Australia 4 $\frac{1}{2}$ pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 94 $\frac{1}{2}$; Exchequer Bills, 71 73 pm.; East India Bonds, 81 83 pm.; Dutch Five per Cents., 100 $\frac{1}{2}$ $\frac{1}{2}$; Ditto Two-and-a-Half per Cents., 54 $\frac{1}{2}$ $\frac{1}{2}$; Portuguese Five per Cents. 34 $\frac{1}{2}$ $\frac{1}{2}$; Ditto Three per Cents. 23 $\frac{1}{2}$ $\frac{1}{2}$.—Railways.—Brighton, $\frac{1}{2}$ $\frac{1}{2}$ prem.; Great Western, 29 30 pm.; London and Birmingham, 80 82 pm.; New, 24 25 pm.; Southampton, 44 45 per share; New, 20 21 pm.

REDUTH, MAY 10.—Average standard, 1117 14s. 0d.—Average produce, 8 $\frac{1}{2}$.—Average price, 6l. 17s. 6d.—Quantity of ore, 3446.—Quantity of fine copper, 297 tons 11 cwt.—Amount of money, 23,762l. 4s. 6d.—Average standard of last sale, 115l. 2s.—Produce, 7 $\frac{1}{2}$.

LIVERPOOL SHARE MARKET, MAY 3.—But little business has been done to-day; prices in Railway Stock, notwithstanding, continue firm. There has been a good demand for the Asphaltic Shares, which have advanced in price. 4.—The principal demand to-day has been for the Asphaltic Shares. In Railway stock there is very little doing. 5.—There has been a demand to-day for Great Westerns, and an advanced price given; a better price has also been given for North Midlands; little else doing; London and Brighton Shares are very dull. 7.—With the exception of the transactions in the Asphaltic Company, the market to-day has been extremely dull; there are several lots of Grand Junctions on the market; this stock is very heavy. 8.—But little business has been transacted to-day; Grand Junctions have declined to 115l. premium. There is a little inquiry for Chester and Birkenhead Shares at 3l. 10s. premium. 9.—The market for Railway Stock has almost been forsaken to-day; the Asphaltic Shares have also been in less demand, and the prices have given way.—213l. offered for Grand Junctions.—Gore's Liverpool Advertiser.

FRAUDS ON SPECULATORS.—"The tribunal of correctional police," says the *Courrier Francais*, "will soon again resound with names which have recently figured in a trial for fraud. A general meeting of the shareholders of the coal mines of St. Berain and St. Leger was lately held, at which the parti s interested were informed by the engineers of the "Corps des Mines Royales," who had been sent by them to the locality, that the lease granted to the com any for the sum of 3,500,000f. was not worth more than 300,000f., that is to say about a twelfth of the sum, and that, besides, scandalous misrepresentations had been made as to the abundance and quality of the coal. The shareholders, not moved by the successive offers of restitution of 1,000,000f. and 1,200,000f., are now bringing a charge of fraud against the originators of the scheme." M. Cleemann, who is the director of the St. Berain and St. Leger coal mines, has addressed a letter to the editor of the *Courrier Francais*, to deny the truth of the allegations made against him by that journal, and protesting that, while it is evident that the representations alluded to have been dictated by a spirit of extreme malevolence, it will be found that the affairs of the company have been administered better than those of other undertakings of the same nature. So far from fearing a judicial inquiry, he adds that, on the contrary, he invites it. Although the charges above alluded to may prove to be unfounded, we fear that many instances of complaint on similar matters will be heard of within the next twelve months, owing to the present insane rage for speculation.

MINING CORRESPONDENCE.

ENGLISH MINES.

MOUNT'S-BAY MINING COMPANY.

May 5.—At East Ding Dong mine the lode in the sink below the ten fathom level is very much improved, we have now an excellent course of tin, and improving every fathom we sink deeper, worth 5s. per barrow clear profit, after paying all charges. We are just going to sink our principal shaft ten fathoms deeper, so as to drive another level into this rich course of tin; when done we shall be able to increase our tributers. We have one party working at 2s. 6d. in the 11l., and they broke last month about 40l. in value of ore, at an expense of 5l. Our deepest shaft is about thirty-seven fathoms from surface, or eleven fathoms under the adit level. When we get twenty fathoms deeper, I purpose driving cross-cuts north and south to intersect six other lodes which run in a parallel direction to the lode we are now working, and these lodes are very productive in Ding Dong mine to the depth of nearly 200 fathoms from the surface, and yielding the proprietors some thousands of pounds per annum profit; it is therefore fair to calculate upon these lodes being equally productive in East Ding Dong, the stratum being very similar, and equally promising to the adjoining rich and productive mines, several of which are yielding larger quantities than they have ever done, and now the price is considered to be high enough, the profits must be considerable. Our machinery works well, and everything looks brilliantly. Several of the most eminent gentlemen in the mining profession have recently visited this mine, and pronounced it equal in prospect to an mine they ever saw at the depth, and have given it as their decided opinion that East Ding Dong will rank among the first mines in the county in a few years. We are busy in preparing tin for the market.

BRITISH TIN MINING COMPANY.

May 7.—Twelve Fathom Level.—The ground in this end, on Osborne's lode, is still favourable; lode about seven or eight inches wide, but poor—not discouraged, finding that it is not the same lode we had the tin on, in Roberts's shaft; and as this end will be nearly back under the shaft this month, I am not willing to cross-cut in search of other lodes, as it will very much impede the current of air, which we cannot bear at present. Ground in Roberts's shaft easy, but the water quick; let to nine men, two fathoms, at 4l. The pitch on the old caunter is producing some tolerable work.

J. BRAY.

GWINEAR MINING COMPANY.

May 5.—The ground in the engine-shaft is very good. Twenty Fathom Level West.—Ground good, producing good tin stuff. The stopes in the back of the twenty fathom level are still very good. Ten Fathom Level West.—We have cut the killas, and have put the two men in the ten fathom level east. Ten Fathom Level East.—Lode in the level seven inches wide, producing excellent work. We shall sample on the 11th inst. rather more than three tons of tin, which will be sold at Redruth on the 15th, on which day I shall send a ticketing paper.

C. H. RICHARDS.

WEST WHEAL JEWEL MINING ASSOCIATION.

May 7.—The Forty-two Fathom Level (east from Buckingham's engine-shaft).—Lode about twelve inches wide, composed chiefly of fluor-spar. Forty-two West.—Lode about ten inches wide, composed of peach and munda. Thirty Cross-cut South (on Hodge's cross-course).—We have not cut what we call the Great Wheal Jewel lode. Thirty Fathom Level East (on the middle and south branches).—Lodes about ten inches wide, composed of gossan, black and grey ores, and looking very promising. Wilkinson's Engine-Shaft.—Lode three to three and a half feet wide, composed of gossan and spar, mixed with black, grey, and yellow ores. Deep Adit West (on the Great Gossan lode).—About sixteen inches wide, composed of gossan and prian, producing malleable copper.

M. WILLIAMS.

TAMAR SILVER LEAD MINING COMPANY.

May 7.—Since the date of my last nothing new of importance has transpired at these mines. The lode at the 135 fathom level north still continues without any improvement; driving south at the same level, the lode is about fourteen inches in width, producing silver lead ores. At the 105 fathom level south, the lode is about six inches big, producing ores. The men hitherto employed at the ninety-five fathom level, are now engaged in sinking a winze from the eighty-five to the ninety-five fathom level, for the purpose of improving the state of the air, as well as dividing the ground for tribute. At the eighty-five fathom level south, the lode is from twelve to fifteen inches big, producing silver lead ores. The tribute department still presents a favourable appearance. The parcel of silver lead ores, computed fifty-eight tons, was sold on Monday, the 30th ult., to B. Somers, Esq., at 16l. 5s. per 21 cwt.

MARK JAMES.

ST. HILARY MINING COMPANY.

May 5.—I stated in my last the lode in the engine-shaft would produce two tons of ore per fathom; since then the lode has improved in size—it is two feet wide. In the course of the present week a branch has fallen into the lode, composed of black-jack and ore, which is considered by the miners of the neighbourhood a very good omen; the ground is very good. Sixty Fathom Level East.—Lode in the middle of the end eighteen inches wide, producing good stones of ore, in the back and bottom it is not so large. Sixty Fathom Level West.—Lode ten inches wide—a quantity of water issuing from it; the ground by the lode is improved. Fifty Fathom Level West.—No alteration. Fifty Fathom Level East.—The men have been taken from this end to assist those employed at the crusher, &c. The tributers are doing well.—P.S. The mine in general looks much better than it did a month or two since.

C. H. RICHARDS.

HOLMBUSH MINING COMPANY.

May 7.—The ground in the engine-shaft still continues very hard. The lode in the eighty fathom level west is still in an unsettled position, divided into four or five distinct branches, all of which produces ore worth about 9l. per fathom. The western stopes, in the back of the 11 level, is still a good course of ore, worth about 24l. per fathom. The eastern stopes, in the back of this level, is just as last reported, worth about 16l. per fathom. The lode in the seventy fathom level west is still worth about one ton per fathom. The lode in the stopes, at the back of this level, is about two and a half feet big, worth about 15l. per fathom. The seventy cross-cut south, towards Flap-jack lode, is somewhat improved for driving. The branches in the sixty-two fathom level west are getting larger, and interspersed with ore. In the fifty-two fathom level west, there has been no lode taken down since our last communication. The pitches are just as usual, looking well.

F. PHILLIPS.

TRELEIGH CONSOLS MINING COMPANY.

In the bottom level (at Shanger) the east end continues to, reduce good work, and has other favourable symptoms, which have induced me to resume sinking Shauger shaft for a fifty fathom level. On this lode, in the level west, we have also a little ore, with a change of country more congenial for copper. In the last month the upper levels have been but partially wrought, the men being employed in hoing a winze from the ten to the twenty fathom level, which we have accomplished, and have again a complete ventilation throughout the mines. At Cur stoe we have sunk the shaft to within six feet for a thirty fathom level, in which the lode is carried north before a slide; and about the middle of this month we shall resume driving this level, where I hope to realise all our anticipations. We have driven the twenty fathom level west about twenty fathoms over very promising ground; until within the last month the lode has been disordered by a slide, but this slide having left the end, I am happy in stating we have again a good bunch of ore, and the lode promising to be better than ever.

W. SINCOCK.

FOLDBREEN MINING COMPANY.

May 5.—In handing you the report of this mine, I beg to say that in the cross-cut going south from Stainby's engine-shaft, at the twenty-five fathom level, we have not yet cut any lode, more than was stated in Captain Rowe's last report. The cross-cut driving south of Vice's Flat-rod engine-shaft, at the twenty-two fathom level, is more favourable than it has been for some time; this will enable us to make a greater progress towards the copper odes (now before us) than before. In the end driving west of Vice's shaft, on Dorcas's lode (twenty-two fathom level), coming home under the run of tin gone down in the bottom of the twelve fathom level, the lode is looking more promising, and is now yielding some rich work for tin. At this level east, on the same ode, it is about ten inches wide, saving work. The Flat lode here also, to the south of Dorcas's, going east of the cross-course, is about four inches big, rich in tin. At the twelve fathom level, west of Williams's shaft, on Dorcas's lode, it is one and a half foot wide, and although not so rich as stated in former reports, still we are breaking some rich work, and consider this a very promising level. Our tribute pitches are looking much better; should they continue thus to improve, we shall raise more tin stuff monthly than we have for some months past. On Wednesday, the 16th inst., we shall have ready for the smelting-house about five and a half tons of black tin.

RICHARD TRELEASE.

EAST WHEAL STRAWBERRY MINING COMPANY.

May 7.—In reporting to you to-day I have to inform you that the shaft-men have completed putting in the footway, and also putting down the greatest part of the rods at Old Trewhinn engine-shaft, from the surface to the adit; and to-day we have commenced putting down the pitwork in the said shaft. The carpenters in the past week have been fixing the flat-rods from this shaft towards the new engine-shaft, and at the same time keeping on the work of the new engine with the speed that has been required of them. The engineers are advancing in their work in a satisfactory manner. The men have still much labour before them, notwithstanding which I indulge hopes that the engine will go to work by the time appointed. We have now five pitches working at the back of the adit level, three of which at Orchard, and two at Boundary, which the men have taken till the end of May, and are working very well.

F. EVANS.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, May 7.—It is pleasing to say, in driving north on the lead lode, at the sixty fathom level, we have a very promising lode, from twelve to eighteen inches in width, surrounded by a fine strata of ground, producing good work for silver lead ores. East, on Johnson's copper lode, at this level, little has been done since my last communication, therefore the character of the lode is much the same as stated in my last. We are under the necessity of suspending this end for a short period, until we have extended the north level sufficient to prevent the lead ores from mixing with that of the copper lode. The lode in the fifty fathom level north is about four inches big, yielding a little ore; but from the water now powerfully issuing from the lode, we are daily expecting to see a favourable change. At the rise in the back of this level, the lode is from four to six inches in width, yielding a little ore. Going south, at the forty fathom level, the lode is from eight to twelve inches wide, composed of spar and munda, impregnated with ore; the ground in its vicinity is favourable for driving. Johnson's whim-shaft is sunk below the twenty fathom level three fathoms—the ground is easy for sinking. We hope to make rapid progress in communicating this shaft with the thirty fathom level. The tribute pitches continue without much variation. In reference to our dressing department, we calculate having now dressed on the floors about twenty tons, and expect to sample, on the 17th inst., upwards of thirty tons of silver lead ores, of good quality. SAMUEL HARFUR.

FERRAN CONSOLIDATED MINING COMPANY.

May 7.—I beg to hand you the following report of these mines:—The forty fathom level driving west, on Anthony's lode, is favourable for driving, but at present poor for lead. The thirty fathom level driving west of this lode is wet and soft, and rather difficult for driving; it will require the remainder of this month to say much about this part of the mine. We find, however, the lode to be split in three distinct parts or branches, each branch about one and a-half foot wide, and within the compass of about twenty feet. In driving north, to the east of Flat-rod shaft, we have intersected Anthony's lode, and is about two feet wide, composed of spar, munda, and black jack, and not of a very favourable appearance. In driving the adit level east, on the south lode, it is not producing much lead, although the ground we consider is of a favourable character. Our tributers are getting wages. We shall sample to-day twenty tons of lead ores.

JOHN WEBB.

ENGLISH MINING COMPANY.

Great St. George, May 6.—Agreeably to Mr. Humphreys's instructions, I beg to forward you the account of ores sampled this day, amounting at St. George to 382 tons, Wheal Leisure 256, and Wheal Prudence 133 tons. The men having been principally engaged since the setting in preparing for this day's sampling, nothing worthy of notice has in consequence transpired.

J. F. SNELL.

UNITED HILLS MINING COMPANY.

May 5.—Eastern Diagonal Shaft (sinking).—Lode one foot wide, producing but little ore. Twenty-five Fathom Level (driving east).—Lode three feet wide, producing ore of a fair quality. Same level, driving west, the lode is large and poor. In the thirty-five fathom level, east of rise, the lode is two feet wide, very good ore. The adit end to drive east. We can report no alteration as yet in this level. The stopes in the back are still producing good ore. Twenty Fathom Level.—Lode two feet wide, and poor. Twenty-seven Fathom Level.—Lode eighteen inches wide, producing a little ore. In the stopes at the back of thirty fathom level the lode is two feet six inches wide, good ore. Thirty Fathom Level (to drive east).—Lode large, with stones of ore, but not rich. Thirty-six Fathom Level (east of Burton's shaft).—We are cross-cutting at this level cross-cut north of ditto—producing some good ore. Williams's Engine-shaft (sinking).—In cutting down Williams's shaft we have a large lode in either end. C. PENROSE.

DARTMOOR CONSOLIDATED TIN MINES.

May 5.—I beg to inform you that there is a good bunch of tin where Floyd was at work, but I have put him and his partners to work ten fathoms further east, where we have a very good course of tin. The lode is a foot and a half wide, and all the lode is very good work; the rocks of tin are as much as Floyd can heave. We want a ten fathom level below the present depth; there are fine runs of tin gone down round Pryce Deacon's shaft. In No. 4 back we have not taken down any more of the back since I wrote last. We shall have here six cwt. of tin to take down this week. At the present time the mine is looking very well. We have a good batch of tin coming round at the stamps.

T. GREGORY.

CORNBURIAN MINE.

Chiverton, May 5.—Our twenty-four fathom level, west of new engine-shaft, is greatly improved since I wrote last; the lode is large, and very kindly, with lead all through, and a plenty of water coming out of it. The twenty-four fathom level, at old engine-shaft, on the west caunter, is poor at present; the same level west, on the Chiverton lode, still continues with lead, but the level driving east is without improvement, but we expect to hole this level in the course of a fortnight, and then we shall turn the old engine idle, which will abate the cost of the mine a great deal. We have a good lode in the winze sinking on the west caunter, over the twenty-four fathom level cross-cut, likewise in the pitch on the west caunter, east of old engine-shaft. The lead dressed and weighed is 15 tons 12 cwt. 3 qrs.; ditto dressed, and not weighed, about 6 tons; lead, undressed, about 6 tons.—Total, 27 tons 12 cwt. 3 qrs.

JOHN BORLASE.

WEST CORNWALL MINING COMPANY.

Wheal Elizabeth Mine, May 5.—The ten fathom end south, on the old lode, has been poor for the last two or three days; at the same level, on the eastern lode south, there is a very good lode for lead, six inches wide; this is about the average for fourteen fathoms in length. We are driving a cross-cut west at this level, to cut three other lodes; those lodes at the adit level are very large, and kindly, but without lead or copper; but in the cross-cut, at the ten fathom level, there are fine droppers of lead; the lode that we are expecting to cut daily, from the appearance of those droppers, it is likely to be a very good one. The pitches in the back of this level are rather poor, as there were upwards of 2000l. worth of lead and copper taken away in the last working, and from 500l. to 600l. worth in this working. The twenty fathom level north, there is a good lode for lead; the twenty fathom end south, there is a good lode for copper, but the air is very bad. We shall hole a winze in the course of eight or ten days to give air to this place, then we shall be able to set some new pitches in the back of this level. There is a good lode gone down in the bottom of the ten fathom level, about twenty fathoms before this end, for near thirty fathoms in length; the two pitches that are let in the back of this level are much the same. We have holed the engine-shaft, at the twenty fathom level, this week. We shall soon commence to sink for the thirty fathom level.

WILLIAM BULLEN.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING COMPANY.

Gongo Soco, Jan. 29.—The produce of the 26th is the first gold brought to the washing-house from so great a depth, and this circumstance taken in conjunction with the jacotings found at the bottom of Vesey's shaft, opens a most cheering prospect for our future operations, of a new and prosperous mine in depth, and puts an end to almost the only doubt that existed in regard to the prospective value of Gongo as a mine. His Royal Highness the Prince Joinville, son of the King of France, has just arrived in Gongo with a numerous suite. He has come to Minas, as it would appear, for the almost sole purpose of seeing this mine, and will stop here a few days.

G. V. DUVAL.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, Jan. 23.—On Saturday night last the Esperanza wheel flew all to pieces, so that we have now only twenty-six heads working. The produce will consequently diminish for a few days, until the Lyon stamps go to work. These will start definitely on the 31st, and will soon bring up the arrears. I have ordered the stone which would have been carried to the Esperanza to be carried regularly to the Lyon stamps, and there to accumulate day by day.

Produce from the 31st of Dec. to 16th inst. (both inclusive), 2014 oitavas.

C. HERRING, jun.

CANDONGA MINING COMPANY.

Candonga, Jan. 13.—Mina de Pedra Bottoms.—The ground still continues hard; gold is to be seen in the stopes, but it is not so rich as might be desired. We are now sinking on the run of the ore ground, where we expect an improvement.

Mina Mestre Shaft.—Moore's level is advancing with still greater rapidity than previously reported.

Deep Adit.—We are advancing on the jacotings branch with great speed, when we commenced to drive the jacotings was only about six to twelve inches big, since which it has increased to five feet. We have of late been driving on the upper side of the branch, leaving a portion of the footwall, so that under these circumstances it is impossible for us to know the actual dimensions of the whole branch.

Thirty-seven Fathom Level West.—Little has been done during the week, the men having been employed in repairing the shallow adit and Mina Mestre level.

J. DALLEY.

Jan. 13.—Following the monthly report of our operations, you are now in possession of the state of the mine up to the present date. We cannot boast of the produce of the bottoms, but notwithstanding appearances are said to be more promising—these seem likely to be realised; if this be the case I hope to be enabled to send a remittance, which shall arrive in time for announcement at the general meeting in July. Under the head "Deep Adit" you will still observe that we are calling the formation on which we are driving a "branch"; you will also recollect that we have called it a "caunter lode," and beyond this a hint has been given that it might be the real Candonga

job; there may seem a doubt regarding the adoption of terms, but we prefer using the present until we are thoroughly secure in announcing to you the real state of things. To the accomplishment of this, evidence of our wishes are given by the rapidity with which the deep adit and Moore's level are advancing.

Gold since the last report, 5 lbs. 3 oz. 19 dwts. 6 grs.

A. F. GOODRIDGE, M.D.

REPORT OF THE RAILROADS COMMITTEE.

The Select Committee appointed to consider the present State of the Communications by Railroads, so far as it affects the Regularity and Convenience of the Transmission of Letters and the Post-office in general; to ascertain on what Terms Mails are now conveyed by the Railroads in operation; and what Measures it may be just and expedient to adopt for the purpose of securing to the Public, in future, the benefit of the Conveyance of the Mails by Railroads; and who had power to Report their Opinion, together with the Minutes of Evidence taken before them;—Have considered the Matter to them referred, and agreed to the following Resolutions:—

RESOLVED,
1. That it appears to this committee that companies which are the proprietors of railways have it in their power practically to prevent the due transmission of the correspondence of the country by the means of the post-office, as well as to impose upon the public whatever terms they think fit for its conveyance.

2. That it is expedient that the legislature should forthwith take steps to insure the regular and speedy transmission of this correspondence by means of the railways which either have been or may hereafter be completed, upon such terms as shall afford to their proprietors a just and reasonable remuneration under all the circumstances of the case.

3. That although this committee have been most anxious to discover some general rule by which the rates of payment to be made by the post-office to the companies for the services required from them shall be determined, yet that they are convinced of the inexpediency of attempting to fix any such rate in the present imperfect state of the railway communications of this country, and of the uncertainty data which they as yet afford, upon which the necessary calculations can be founded.

4. That this committee feel the subject to be of such vast importance to the country at large, that they must submit to the house the necessity of the attention of parliament being constantly directed to it, with the view at the earliest possible period of laying down, by legislative enactment, some fixed and general principles for the due transmission of the post-office correspondence of the country on the railways.

5. That as the best means of meeting the present difficulties and necessity of the case, this committee recommends that a bill should forthwith be submitted to parliament to compel railway companies duly to perform all such services as may be required from them by the postmaster-general, whether by means of ordinary or special trains; and that if the post-office and the companies shall not agree upon the price which is to be paid for its performance, the question of the amount of payment shall be referred to arbitrators, of which one shall be appointed by each of the contracting parties; and that these two shall name a third, and that their decision shall be final; and that it shall not be lawful for any company to enact any by-law which shall restrain the powers thus conferred upon the post-office.

6. That it likewise appears to this committee that it is expedient that a power should be given to the post-office to run their own engines upon any railway, with a train containing a limited number of passengers and weight of luggage, if they shall so think fit, without the payment of any tolls; subject, however, to a payment to be fixed, by arbitration if necessary, for any services and accommodation which may be required from the company by the post-office.

March 28.

LONDON AND GREENWICH RAILWAY.—We understand that a requisition is in course of signature by the shareholders, to convene a meeting for the purpose of making a change in the direction.

THE LONDON AND BIRMINGHAM RAILWAY.—The following is copied from the back of one of the tickets given on payment of the fare from London to Oxford:—“This ticket must be produced when required by the guard and delivered up at the end of the journey, under a penalty of 40s. in case of refusal. Any passenger riding in a first class carriage, having paid for a second class only, is liable to a penalty of 40s.”

CALEDONIAN, FURNESS, AND WEST CUMBERLAND RAILWAY.—It is not generally known that Mr. Hague, now engaged in the survey of this line, is the inventor of the patent pneumatic machinery, by which the transfer of power may be accomplished with little friction for many miles, and the powerful streams of water in the north rendered available to the extension of its manufactures and the increase of its mining produce.

MIDLAND COUNTIES' RAILWAY.—This company offered Mr. Needham 1500*l.* for the land required by them a few hours before the inquiry took place. Mr. N. claimed 2300*l.* 10s. The jury awarded him 1260*l.*—loss by going to a jury 240*l.*

HULL AND SELBY RAILWAY.—A considerable number of men are now employed on various portions of this line of railway, and the contractors are diligently prosecuting the various works.

DAKESBURY RAILWAY.—We are sorry to learn that the railway company have just received intimation from the Board of Taxes, that they cannot now carry passengers in common wagons without paying the assessed taxes, amounting to upwards of 7*l.* for each wagon. The object of this intimation is doubtless to limit the accommodation usually afforded to the inhabitants on holidays, when the number of passengers is generally so great as to render the aid of waggons necessary, in addition to the ordinary coaches. The rational enjoyments of the working classes are surely not so numerous as to call for such a limitation as the present.—*Edinburgh Chronicle.*

SHREWSBURY AND BIRMINGHAM RAILWAY.—This railway is now attracting considerable attention among the wealthy inhabitants of the surrounding towns, and in Montgomeryshire. A public meeting is about to be held in Oswestry on the subject, and some residents in Ellesmere have come forward liberally in the purchase of shares. From 1300 to 1400 shares are already subscribed for.—*Shrewsbury Chronicle.*

NORTH UNION RAILWAY.—The contractors for this line have availed themselves of the late favourable weather for carrying forward the operations, now fast progressing towards completion. The bridge across the Ribbles will be the only impediment to finishing the undertaking by August as originally contracted for. At the Wigan end, the embankment has already been extended to a considerable distance over the iron bridge in Wallgate, in that town; and, if the weather continues fine, and the same number of men constantly employed as there has been for a considerable time back, a very short period will elapse ere the North Union Railway will be joined to the line which leads from Parkside to Wigan.

RAILROADS & CANALS.—The proprietors of the Grand Junction Railway have made offers to the manufacturers and others to carry goods between Birmingham and Liverpool at 1*s.* 6*d.* a cwt., being exactly the sum charged by the canal, the trade of which must be superseded if the tonnage dues are not immediately lowered.—*Worcester Journal.*

CHESTER AND BIRKENHEAD RAILROAD.—There is now an immediate prospect of this railroad being commenced. The contractors have broke ground, and the company's agent has certified before John Dean Clare, Esq., a county magistrate, that the whole of the money is subscribed.

THE RAILWAYS.—Speedy progress is making by the contractor with the Manchester and Leeds Railway Company in Kirkgate, Wakefield, and to the east of that part of the town. The labourers are gaining upon Park Hills, and the strawberry bed of the line of gardens will, it is expected, be ruthlessly torn up before the time of blooming. “Mine host” of the Hereford Arms has to turn out, with little ceremony, but Lady Gordon, we perceive, is building for him a snug retreat not far distant. During the last few days, many hundreds of persons have visited the new tunnel of the North Midland Railway, at Walton.—*Sheffield Iris.*

THE EXPORTATION OF THE PRECIOUS METALS.—The exportation of gold and silver coin from the port of London to foreign ports during the past week, ending the 8th inst., was as follows:—Gold coin to New York, 13,000 oz.; silver coin to ditto, 69,390 oz.

ASPHALTIC STREETS.—It is said that coal tar, when sufficiently heated to throw off the asphalt, is chemically identified with asphaltum, or bitumen, and it is added, if worked up with hot sharp sand and fine gravel, will make as good a road as fir-fetched articles with fine names. How the coal tar may resist the heat of the sun when formed into a road we, of course, do not profess to know, but we recollect that some years ago some houses in the long lane leading from Brighton-place to Union-place in this town were covered with boards, over which was put a thick coating of coal tar upon which gravel dust was sifted while the tar was hot. During the temperate season all went on well, but when the intense heat of the dog-days arrived the tar melted, and ran in streams down the fronts and backs of the houses.—*Brighton Journal.*

FROM THE LONDON GAZETTE.

Tuesday, May 8.

BANKRUPTS.

J. C. Fouldriner, White Hart-court, Bishopsgate-street, engineer. [Leeks and Wells, Chancery-lane, Manica-house.
T. Smezz, Billerica, Essex, carpenter. [Patten, Hatton-garden.
T. Forshall, Mead-place, Westminster-road, surgeon. [Cooke & Sanders, New Inn.
J. Taylor, Ulverston, Lancashire, victualler. [Taylor and Co., Bedford-row.
T. Rogers, Kingston, Herefordshire, luncheon. [Simpson & Co., Furnival's Inn.
W. Cooke, Hereford, timber merchant. [Robinson, Southwark-bridge.
J. Wright, Liverpool, grocer. [Blackstock, Bance, and Co., Temple.
J. Champion, Manchester, machine maker. [Addington and Co., Bedford-row.
T. Jeffs, Wellington, Northamptonshire, victualler. [Forbes & Co., Ely-place.
H. and J. Davis, Chalfont, Gloucestershire, clothiers. [Heath, Charlotte-row.
J. Wood, Saddleworth, Yorkshire, cloth-manufacturer. [Lake and Waldron, Basinghall-street.
CERTIFICATES to be granted, unless cause be shown to the contrary, on or before May 28.

W. Kier, Liverpool, wine merchant.—T. Hall, Bell-yard, Gracechurch-street, victualler.—W. S. Cockram, Taunton, ironmonger.—J. Lewis, Conwall Elvet, Carmarthen-shire, draper.—G. Smith, Manchester, millwright.—W. Conna, Manchester, coach proprietor.—J. and W. Mulholland, Liverpool, merchants.—B. H. Hayley, Manchester, grocer.—T. Kearsley, Birmingham, bone merchant.

INSOLVENTS.

May 10.—Robert Ferguson, Potworth, Sussex, linen-draper.
May 10.—Edward Try, Thatcham, Berkshire, carrier.

BANKRUPTS.

J. H. and G. L. Page, Queen-street, Cheapside, stationers. [Rhodes, Beever, and Lane, Chancery-lane. [Church-court, Old Jewry.
G. Keat, Upper St. Martin's-lane, military brass instrument-maker. [Crosby, G. Harrison, Stratton-ground, Westminster, victualler. [Dinnock, Abchurch-lane, Lombard-street.
E. and F. Hill, Broken-wharf, Thames-street, corn dealers. [Rice, Verulam-build-E. Justin, sen., and E. Justin, jun., Mark-lane, printers. [Pile, Hatton-garden.
W. D. Paine, Canterbury-row, Kennington-road, dealer in hay. [Church, Great James-street, Bedford-row.
T. Hall, Great Portland-street, woollen-draper. [Wilde and Co., College-hill.
J. Garde, Portwood, Cheshire, cotton-spinner. [Addington, Gregory, Faulkner, and Follett, Bedford-row.
F. P. Watson, Leamington Priors, Warwickshire, builder. [Taylor, Sharpe, Field, H. S. Bailey, Bingley, Yorkshire, stuff-merchant. [Battye and Co., Chancery-lane.
J. London, Hudley, Warwickshire, builder. [Addington and Co., Bedford-row.
J. N. Simpson, Bridlington Quay, Yorkshire, surgeon. [Walmsey, Keightley, and Parkin, Chancery-lane.
M. Marshall, Sheffield, cut nail-manufacturer. [Duncan, South-sq., Gray's Inn.
G. Davis, Norwich, tailor. [Clarke and Metcalf, Lincoln's Inn.
R. and J. Jones, Newtown, Montgomeryshire, flannel-manufacturers. [Weeks and Gilbert, COVENTRY, LINCOLN'S INN.
W. Golland, Sheffield, ale-seller. [Wilson, Southampton-street, Bloomsbury-sq.
R. Sorby, Sheffield, innkeeper. [Hoime, Loftus, and Young, New Inn.
CERTIFICATES to be granted, unless cause be shown to the contrary, on or before June 1.

R. Tipping, Birmingham, gun-manufacturer.—C. L. Sharpley, Liverpool, iron-monger.—B. Turnbull, Cheltenham, coal-merchant.—J. Howell, Banbury, Oxfordshire, schoolmaster.—R. Graves, Liverpool, rope-manufacturer.—J. Fraser, Liverpool, merchant.

COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—The market for West India sugars has been steady this week, and the demand more general both from the grocers and refiners; 120 hds. of Barbados met a free sale, and realised 1*s.* 6*d.* per cwt. advance; good middling yellow fetched 5*s.* 4*d.*, and fine grocery 6*s.* 6*d.* to 6*s.* 8*d.* per cwt. The purchases during the week are estimated at 2000 hds.

MAURITIUS.—Two public sales of these descriptions have taken place this week, amounting to 6250 bags, and a better feeling was manifested to purchase than last week, and full prices were realised; good brown sold at 5*s.* 4*d.* 6*d.*; and good middling yellow, 5*s.* 5*d.* 6*d.* per cwt.

EAST INDIA SUGARS.—Bengal met a rather better demand, 1107 bags sold at rather better prices than last week; good brown brought 5*s.* 4*d.* 6*d.* and good white, 6*s.* to 6*s.* 8*d.* per cwt.

TEAS.—The market for teas is steady and firm, but as this is the season when the ships arrive from China, buyers hold off and do not take more than sufficient to meet their wants.

SALE OF BLACK TIN.

Sampled May 4, and sold at Trevelth, on the 6th, 1836.

Mines.	Tons	Total	Price.	Each parcel	Total Amount.	Purchasers.
St. Ives Consols.	15	46 12 6	699 7 6	46 12 6	699 7 6	Williams, Batten & Son.
.....	12	46 0 0	562 0 0	46 0 0	562 0 0	.....
.....	11	46 10 0	511 10 0	46 10 0	511 10 0	.....
Boscawell	22	34 2 6	1190 15 0	34 2 6	1190 15 0	Williams, Boscawell & Co.
.....	58	48 12 6	267 8 9	48 12 6	267 8 9	.....
Great Work	21	55 10 0	1155 10 0	55 10 0	1155 10 0	Bolthos & Co.
Wheal Mary	21	47 10 0	567 0 0	47 10 0	567 0 0	Grenfell & Co.
Wheal Darlington	12	47 2 6	212 1 3	47 2 6	212 1 3	Batten & Son.
.....	24	47 0 0	164 10 0	47 0 0	164 10 0	Grenfell & Co.
Wheal Reeth	7	43 12 6	305 7 6	43 12 6	305 7 6	Williams, Batten & Son.
.....	6	49 15 0	323 7 6	49 15 0	323 7 6	.....
.....	24	45 7 6	102 1 10	45 7 6	102 1 10	.....
.....	14	44 0 0	66 0 0	44 0 0	66 0 0	.....
Marazion Mines	95	18 0 0	468 0 0	18 0 0	468 0 0	Grenfell, Batten & Son
.....	7	47 5 0	330 15 0	47 5 0	330 15 0	Daubuz & Co.
.....	13	26 0 0	32 10 0	26 0 0	32 10 0	.....
Charlestown U.M.	20	50 0 0	500 0 0	50 0 0	500 0 0	Batten & Son.
Wheal Olds	10	57 10 0	575 0 0	57 10 0	575 0 0	Williams, Batten & Son.
Morvah & Zennor	54	53 2 6	293 3 9	53 2 6	293 3 9	.....
.....	34	52 2 6	182 8 9	52 2 6	182 8 9	.....
Balteswidden	8	47 15 0	382 0 0	47 15 0	382 0 0	Batten & Son.
.....	1	43 12 6	43 12 6	43 12 6	43 12 6	Williams.
Botallack	.....	5 14 2 6	220 12 6	5 14 2 6	220 12 6	Daubuz & Co.
Bollowall	.....	4 55 7 6	249 3 9	4 55 7 6	249 3 9	Bolthos & Co.
Boscan	.....	4 58 0 0	232 0 0	4 58 0 0	232 0 0	Grenfell.
South Wheal Rose	.....	4 15 0 0	195 0 0	4 15 0 0	195 0 0	Batten & Son.
Salmon	.....	3 13 17 6	188 11 3	3 13 17 6	188 11 3	Grenfell.
	2204		10,956 6 10		10,956 6 10	

SALE OF COPPER ORES AT REDRUTH.

Sampled April 25, and sold at Andrew's Hotel, Redruth, May 10th.

Mines	Tons	Price	Purchasers	Mines	Tons	Price	Purchasers
Carn Breva	94	6 15 6	Freemans.	Levan	58	8 4 6	Vigurs & Co.
ditto	83	6 2 6	Vigurs & Co.	ditto	51	23 3 6	Williams.
ditto	82	6 0 0	Freemans.	ditto	47	15 3 6	.....
ditto	76	5 16 6	Williams.	ditto	38	14 7 6	Freemans.
ditto	71	7 5 0	Freemans.	Relisthan	78	9 11 6	Mines Royal
ditto	60	14 1 6	.....	ditto	55	4 16 6	.....
ditto	35	2 11 0	Williams.	ditto	50	7 1 6	.....
ditto	29	4 9 0	Freemans.	Provid. M.	91	7 14 0	Williams.
ditto	20	2 17 0	Vivians.	ditto	88	7 6 6	Mines Royal
ditto	6	13 10 0	Mines Royal	Treavass	62	4 9 6	.....
W. Friend	108	4 8 0	Vivians	ditto	63	10 1 6	.....
ditto	81	4 8 0	Neville & Co.	ditto	41	4 14 0	.....
ditto	63	2 5 6	Mines Royal	Darlington	64	7 6 0	Williams.
ditto	40	7 16 6	Mines Royal	ditto	56	5 11 6	.....
W. Prosper	102	5 7 6	.....	ditto	26	2 11 0	Neville & Co.
Wh. Buller	94	6 19 6	Crown Co.	Wh. Bush	58	2 7 0	Vivians.
ditto	85	5 0 0	.....	ditto	48	3 7 0	.....
ditto	80	3 2 6	.....	Wh. Provind.	63	7 2 0	Williams.
W. Beach	52	6 4 0	.....	ditto	40	15 7 0	Williams.
Fowey C.	109	5 6 6	Williams.	ditto	16	4 9 0	Neville & Co.
ditto	90	6 5 0	.....	Wh. Speed	52	11 8 0	Crown Co.
ditto	93	7 15 0	.....	ditto	40	8 19 0	P. Grenfell.
Treavean	101	9 18 0	Neville & Co.	ditto	18	2 19 6	Neville & Co.
ditto	81	6 6 6	Vigurs & Co.	Trenwith	66	10 14 6	Vivians.
ditto	67	4 16 6	.....	Treavass	28	6 16 6	.....
Marazion	47	6 13 0	Williams.	Wh. Mary	21	7 19 0	Freemans.
ditto	38	3 12 6	.....	Treavass	12	4 19 6	Neville & Co.
ditto	32	4 8 6	.....	Wh. Cock	7	16 8 6	Williams.
ditto	25	8 9 6	Mines Royal	Botallack	5	13 5 0	Freemans.

TOTAL PRODUCE.

Carn Breva 656 3664 18 6
Wh. Friendship 437 2216 8 0
Wh. Prosper 311 1646 1 6
Wh. Buller 311 1646 1 6
Wh. Beaumont 301 1919 18 0
Fowey Consols 222 1310 5 0
Marazion Mines 222 1310 5 0
Levan 189 2874 17 6
Relisthan 183 1365 19 6
Providence M. 182 1368 8 0
Average standard, 111*l.* 14*s.*—Average produce, 62*l.* 17*s.* 6*d.*—Quantity of ore, 3448*l.*—Quantity of fine copper, 297 tons 11 cwt.—Amount of money, 28,792*l.* 4*s.* 6*d.*—Average standard of last sale, 115*l.* 2*s.*—Produce, 78,792*l.*—Copper ore for sale on Thursday next, at Peace's Hotel, Truro. Mines and Parcels.—Consols, Mines, 1443; Fowey Consols, 365; Great St. George, 367; Wheal Ellen, 297; Wheal Leisure, 264; Levan, 155; Godolphin 146; East Crinias, 133; Wheal Prospector, 100; Wheal Jewel, 46; Fowey Consols, 374; Cook's Kitchen, 391; Wheal Unity Wood, 250; Chalkharrack and Wheal Maiden, 208; Hallembeagle, 205; Polidell, 119.—Total, 2534.
Copper ore for sale on Thursday week, at Peace's Hotel, Truro. Mines and Parcels.—Consols, Mines, 1443; Fowey Consols, 365; Great St. George, 367; Wheal Ellen, 297; Wheal Leisure, 264; Levan, 155; Godolphin 146; East Crinias, 133; Wheal Prospector, 100; Wheal Jewel, 46; Fowey Consols, 374; Cook's Kitchen, 391; Wheal Unity Wood, 250; Chalkharrack and Wheal Maiden, 208; Hallembeagle, 205; Polidell, 119.—Total, 2534.

SALE OF COPPER ORES AT SWANSEA.

Copper ores for sale May the 16th.—Cobre 95, ditto 70, ditto 57, ditto 39, ditto 75, ditto 66, ditto 7, ditto 114, ditto 91.—Knockmahon 126, ditto 91, ditto 54, ditto 28, ditto 3, ditto 36, ditto 59.—Ballynureagh 96, ditto 77, ditto 61, ditto 43, ditto 40, ditto 37.—Cronchane 21, ditto 69.—Valparaiso 72, ditto 66, ditto 66, ditto 67, ditto 66.—Ballygahan 56.—Llandido 33.—Llandidow New Mine, 33.—Coupapo 28.—Simna Dyllan 27.—Drwa-y-coed 15.—Hulme Slag 8.—Total, 1895.

PURCHASES OF COPPER ORES AT CAMBORNE.

MAY 3.

Purchasers.	Mines.	Tons	Total	Price.	Amount.	Total Amount.
Mines Royal	United Hills	43	4 2 6	179 8 9	4 2 6	179 8 9
1. ....	.....	65	3 19 6	258 7 6	3 19 6	258 7 6
.....	.....	30	4 16 6	144 15 0	4 16 6	144 15 0
.....	East Wheal Crofty	30	5 3 6	163 10 0	5 3 6	163 10 0
.....	South Roskear	173	4 9 6	79 8 7	4 9 6	79 8 7
.....	.....	62	4 14 6	268 7 6	4 14 6	268 7 6
.....	.....	66	6 3 6	407 11 0	6 3 6	407 11 0
.....	Dolcoath	21	8 8 6	176 18 6	8 8 6	176 18 6
.....	.....	201	5 17 0	129 8 9	5 17 0	129 8 9
.....	South Towan	36	5 3 6	129 18 0	5 3 6	129 18 0
.....	.....	21	4 3 6	87 13 6	4 3 6	87 13 6
2. VIVIAN and Sons.	Consolidated Mines	99	7 6 0	725 3 6	7 6 0	725 3 6
.....	.....	424	4 15 6	282 18 9	4 15 6	282 18 9
.....	.....	324	9 5 6	301 8 9	9 5 6	301 8 9
.....	.....	284	3 16 6	167 11 9	3 16 6	167 11 9
.....	North Roskear	60	2 17 0	172 10 0	2 17 0	172 10 0
.....	East Wheal Crofty	70	4 2 6	268 15 0	4 2 6	268 15 0
.....	South Roskear	173	8 5 0	268 2 6	8 5 0	268 2 6</

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS.

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
BANK STOCK, 8 per Cent.	205 1/2	205 1/2	205 1/2	205 1/2	205 1/2	205 1/2
3 per Cent. Red. Ann.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
3 per Cent. Consols.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
3 1/2 per Cent. Consols.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 per Cent. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 1/2 per Cent. Red. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
New 3 1/2 per Cent. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
New 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Long Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ann. for 30 Years	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
India Stock, 10 1/2 per Cent.	270 1/2	270 1/2	270 1/2	270 1/2	270 1/2	270 1/2
South Sea Stock, 3 1/2 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto Old Ann. 3 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Ditto New Ann. 3 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
3 per Cent. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
India Bonds, 4 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Exchequer Bills, 2 1/2 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto Small.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto Com.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
3 per Cent. Cons. for Ac. May 29	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
India Stock for Ac. May 29	270 1/2	270 1/2	270 1/2	270 1/2	270 1/2	270 1/2
Bank Stock for Ac. May 29	205 1/2	205 1/2	205 1/2	205 1/2	205 1/2	205 1/2

BANK OF ENGLAND—TRANSFER BOOKS.

	Tuesday, June 5	Tuesday, July 17, 1888.
3 per Cent. Consols.	93 1/2	93 1/2
3 1/2 per Cent. Reduced.	101 1/2	101 1/2
3 per Cent. 1726.	101 1/2	101 1/2
New 5 per Cent.	101 1/2	101 1/2
Ann. for terms of Years.	101 1/2	101 1/2
South Sea Stock.	101 1/2	101 1/2
Ditto 1751.	101 1/2	101 1/2
East India Stock.	101 1/2	101 1/2

FOREIGN STOCKS.

	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday
Austrian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Belgian, 5 per Cent.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Brazilian	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, 1829	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Buenos Ayres, 6 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Cuba, 6 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Chilian, 6 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Colombian, 6 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, 1824, ditto	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Danish, 5 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Greek, 5 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, 1825, 5 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Mexican, 5 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ann. deferred do.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, 1825, 6 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, def. do. 6 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Neapolitan, 5 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Portuguese, 5 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, New 5 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, 3 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Prussian, 4 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Russian, 1822, 5 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Spanish, 5 per Cent. Consols	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, passive	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, deferred	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Dutch, 2 1/2 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, 5 per Cent.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
Ditto, New, 1837	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2

FRENCH FUNDS.

	May 7	May 8	May 9	May 10	May 11
5 per Cent. Ann.	107 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Ex. on Lond. 1 m.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
ditto 3 m.	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
4 1/2 per Cent. Ann.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
Exchange	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
Bank Shares	270 1/2	270 1/2	270 1/2	270 1/2	270 1/2

IRISH FUNDS.

	May 10, 1888.
Bank stock	205 1/2
Government Debentures 3 1/2 per Cent.	101 1/2
Ditto Stock	101 1/2
Ditto New	101 1/2
Ditto ditto, reduced	101 1/2
Consols	101 1/2
City Debentures	101 1/2
Exchequer Bills	101 1/2

AMERICAN FUNDS.

	May 10	May 11
New York 5	103 1/2	103 1/2
1847, 7	94 1/2	94 1/2
1869	94 1/2	94 1/2
1889, 40, 41	94 1/2	94 1/2
1890	94 1/2	94 1/2
1891	94 1/2	94 1/2
1892	94 1/2	94 1/2
1893	94 1/2	94 1/2
1894	94 1/2	94 1/2
1895	94 1/2	94 1/2
1896	94 1/2	94 1/2
1897	94 1/2	94 1/2
1898	94 1/2	94 1/2
1899	94 1/2	94 1/2
1900	94 1/2	94 1/2

COURSE OF EXCHANGE.

	Friday, May 11, 1888.
Amsterdam	12 1/2
Bombay	12 1/2
Calcutta	12 1/2
Canton	12 1/2
Hankow	12 1/2
Harbin	12 1/2
Hongkong	12 1/2
Kobe	12 1/2
London	12 1/2
Lyons	12 1/2
Manila	12 1/2
Peking	12 1/2
Rangoon	12 1/2
San Francisco	12 1/2
Shanghai	12 1/2
Singapore	12 1/2
Tientsin	12 1/2
Yokohama	12 1/2

PRICES OF METALS.

	£ s. d.
COPPER, Brit.—Coke	ton 92 0 0
Do. — Cast	ton 92 0 0
Do. — Sheet	ton 92 0 0
Do. — Bottoms	ton 92 0 0
Foreign—S. Am. (dy. 37s. cwt.)	ton 110 10 0
TIN, Brit.—Blocks	cwt 4 12 0
Do. — Bars	cwt 4 12 0
Do. — Sheets	cwt 4 12 0
Do. — Bottoms	cwt 4 12 0
Foreign—S. Am. (dy. 37s. cwt.)	ton 110 10 0
IRON, Brit.—Pig, No. 1	ton 6 0 0
Do. — No. 2	ton 5 10 0
Do. — No. 3	ton 5 10 0
Do. — No. 4	ton 5 10 0
Do. — No. 5	ton 5 10 0
Do. — No. 6	ton 5 10 0
Do. — No. 7	ton 5 10 0
Do. — No. 8	ton 5 10 0
Do. — No. 9	ton 5 10 0
Do. — No. 10	ton 5 10 0
Do. — No. 11	ton 5 10 0
Do. — No. 12	ton 5 10 0
Do. — No. 13	ton 5 10 0
Do. — No. 14	ton 5 10 0
Do. — No. 15	ton 5 10 0
Do. — No. 16	ton 5 10 0
Do. — No. 17	ton 5 10 0
Do. — No. 18	ton 5 10 0
Do. — No. 19	ton 5 10 0
Do. — No. 20	ton 5 10 0
Do. — No. 21	ton 5 10 0
Do. — No. 22	ton 5 10 0
Do. — No. 23	ton 5 10 0
Do. — No. 24	ton 5 10 0
Do. — No. 25	ton 5 10 0
Do. — No. 26	ton 5 10 0
Do. — No. 27	ton 5 10 0
Do. — No. 28	ton 5 10 0
Do. — No. 29	ton 5 10 0
Do. — No. 30	ton 5 10 0

TIDE TABLE.

	Satur.	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
High Water at LONDON BRIDGE, from May 12 to 18.	3 21	4 2	4 45	5 31	6 25	7 31	8 50
Low Water	3 42	4 23	5 7	5 57	6 54	8 9	9 30

PRICES OF SHARES.

BRITISH MINES.

	No. of Shares	NAME OF COMPANY	Amount of Dividend	Dividend Paid	Dividend Due
1,800 Arigna Iron & Coal Co.	50	33	12	12	12
4,000 Bissell Bridge	5	4	2	2	2
8,000 Blackon	50	35	35	35	35
5,000 Boringdon Park	20	24	24	24	24
10,000 British Tin	24	2	2	2	2
20,000 British Iron	50	50	12	12	12
6,000 British Copper	5	5	60	60	60
100 Copper Bottom	41	41	44	44	44
2,000 Cornubian Lead Co.	12	9	4	4	4
5,000 Cornwall Great United	50	20	19	19	19
300 Cornwall United	50	25	25	25	25
10,000 Durham County Coal Co.	5	23	23	23	23
4,000 East Cornwall Silver	6	6	6	6	6
2,000 East Cornwall Tin, &c.	20	20	24	24	24
5,000 East Wheel Strawberry	10	34	34	34	34
2,000 East Wheel Kitty	10	34	34	34	34
1,500 East Mulberry Hill	25	12	13	13	13
4,900 English	50	10	24	24	24
10,000 Hibernian	5	4	4	4	4
6,000 Hayle Consols.	100	13	13	13	13
1,000 Hombush	5	2	2	2	2
12,000 Kellewell	5	3	3	3	3
5,000 Dartmoor Consols.	25	17	8	8	8
4,000 New South Hoo	16	11	11	11	11
1,000 North Consolidated	5	2	2	2	2
8,000 North Cornwall	10	10	6	6	6
6,000 Perran Consols.	5	3	24	24	24
3,000 Polbrou Consols.	10	10	6	6	6
6,000 Polbrou	5	3	3	3	3
5,000 Redmoor Consolidated	5	3	3	3	3
10,000 Rhymney Iron	50	30	29	29	29
10,000 Redruth United	10	3	4	4	4
16,000 Royal Irish	5	2	2	2	2
5,000 South Wheel Leisure	5	2	2	2	2
8,000 St. Hilary	24	12	12	12	12
800 Stowman	10	10	10	10	10
4,000 Tregollan	5	2	2	2	2
6,000 Trevorgus	5	4	4	4	4
4,505 Trevelyan Consols.	5	3	24	24	24
4,505 Tamar Consols.	10	6	6	6	6
6,000 Tin Croft	10	6	6	6	6
4,000 United Hills	5	5	12	12	12
2,000 Wendron	8	8	4	4	4
3,300 West Cork	50	50	11	11	11
5,000 Wheel Brothers	20	20	11	11	11
5,000 Wh. Harm. & Montague	10	9	7	7	7
12,000 West Trevelyan	5	1	1	1	1
6,000 Wicklow Copper	5	5	7	7	7
4,520 West Wheel Jewel	5	4	14	14	14
6,000 Wheel Gilbert	9	8	14	14	14
800 Wherry Mine	20	20	24	24	24
400 Wheel Morgan	20	20	24	24	24

FOREIGN MINES.

4,000 Aitken Mining Company	15	12	13	13
10,000 Anglo Mexican Co. . .	100	100	32	32 32
3,574 Do. Subscription . . .	25	25	4	11
Do. Mint	10	10	10	11
2,000 Bolanos	100	150	50	50
10,000 Brazilian Imperial . .	35	20	24	24 24
10,000 Bolivar	20	20	24	22 24
10,000 Ditto Scrip.	10	10	3	3 3
10,000 Cata Branca	10	64	8	8 8
10,000 Conceicao.) Brazilian	10	2	28	2 2 2
10,000 Candeoga Mining Co.	26	74	8	8 8
12,000 Cobro Copper Company	40	40	37	37 37
5,500 Colombian Nat. regis. . .	55	55	15	15
10,000 Ditto New.	11	11	12	12
10,000 Copiapo Mining Co.	20	12	12	12
20,000 General Mining Association	20	15	9	8 9
5,351 Mexican Company. . . .	60	54	22	23 22
6,000 Mocabaus and Cocas . .	25	24	9	8 8
5,000 Minas Geraes	21	10	8	7 8
2,000 New Granada	12	12	12	12
1,020 Penoles	12	12	12	12
3,060 Ditto Subscription . . .	5	14	14	14
14,582 { Real del Monte, regis. . .	543	534	143	14 14
{ Do. unregistered	543	543	14	34 34
Ditto Loan Notes	150	150	17	17 17
2,500 Rio de Anori.	5	34	14	14
11,000 St. John d'el Rey . . .	20	9	52	52
30,000 United States	40	40	22	24 24
Red New Scrip	5	32	32	32
Black Scrip.	5	34	34	34
5,000 Union Gold	9	9	14	14
4,000 Zacatecas Mining Co.	8	8	14	14